

SKY BATTLESHIP WITH 3 TURRETS BUILT FOR NAVY

Utmost Secrecy Surrounds Construction Of Giant Armored Plane—Larger One Is Reported Planned.

By Arthur N. Suvetrop (UP Staff Correspondent) SAN DIEGO, Cal. (UP)—A flying, armored dreadnaught of the skies—the United States navy's bid to maintain its supremacy in the air—will be given its first tests here within a few weeks.

And while the finishing touches are being placed on the great plane, in the most closely maintained secrecy, an even more powerful plane is being designed. It was learned, Turreted, fore and aft, like the giant dreadnaughts of the surface, the new fighting craft will be as large, if not larger, than the trans-Pacific Clipper planes.

Four giant motors, mounted on the single wing, will develop more than 5,000 horsepower, it was learned.

Built By Consolidated At the Consolidated Aircraft corporation plant here, where the plane is being built by the most trusted workmen, officials were loath to drop the veil of secrecy concerning the fighting craft—said to be the world's most powerful air fighting machine. It was revealed, however, that a super-strong, all-metal hull, armored to protect the vital portions of the plane from rival aircraft or anti-aircraft fire, is nearing completion.

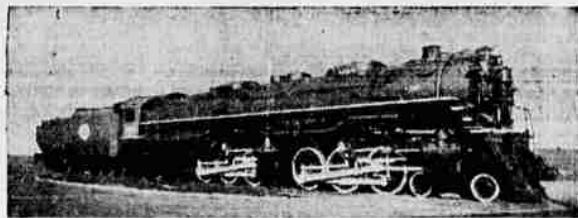
This hull, it is said, is so designed that the huge flying battleship will be able to ride out the most severe storms if forced to land in the ocean.

5,000-Mile Flying Range A cruising range of at least 5,000 miles, probably even farther, will make the air dreadnaughts capable of operating with the surface fleet in even the most far-flung maneuvers. Aboard will be complete quarters for the crew, it was believed.

A fuel supply which will enable the plane to take-off and remain in the air for at least 48 hours will be carried—presumably in armored tanks.

Naval and aircraft company officials admit that revolutionary changes in construction technique have been worked out—changes which some compared to the introduction of steel armor-plating on the world famous Monitor, of Civil war days.

GIANTS OF THE RAILS



The Spokane, Portland & Seattle Railway Company, Receiving Six New High Speed Freight Engines

The first of these powerful, fast locomotives has just been delivered at Spokane by the American Locomotive Company, after a leisurely journey under tow from the Schenectady works.

The other five will follow in a few days.

After being made ready for service they will be placed on through runs of the districts covering the 273 miles between Spokane, Pasco and Wishram, and later also on the Oregon Trunk Railway between Wishram and Bend, 152 miles.

Their rated tractive force is 104,500 pounds, contrasted to that of 64,500 pounds of the most powerful units heretofore in service on this line, which will handle heavy traffic with ease on the maximum grade of .4 of one percent between Spokane and Snake River, 123 miles, and .2 of one percent west to Wishram, 150 miles. They will not be used west of Wishram on account of the sustained easy water grade to Vancouver.

These locomotives are of the proven type for heavy duty, even on mountain grades, known as 4-6-6-4 simple Mallet, meaning to the layman four pilot truck wheels, two sets of six driving wheels and four trailer truck wheels.

They have two complete power units, each with three pairs of driving wheels 69 inches in diameter; cylinders 23 inches in diameter and stroke of 32 inches; and rated speed of 65 miles per hour. The boiler carries a working pressure of 250 pounds per square inch.

An idea of their great size is gained from a few dimensions. The length of engine is 75 feet 5 inches, tender 46 feet 10 inches, total 122 feet 3 inches; total length of largest class heretofore on this line 80 feet 5 inches.

The weight of engine is 624,500 pounds, tender 398,400 pounds, total 1,022,900 pounds; length of firebox 20 feet 6 inches, width 9 feet 6 inches; height of engine 16 feet 11 1/2 inches; capacity of tender 20,000 gallons of water, 6,000 gallons of fuel oil.

The tender has two trucks, each with three pairs of wheels. All driving and truck wheels have roller bearings.

The cabs carry the road numbers 900 to 905 inclusive, and the tenders bear the company's elliptical trade-mark.

BRANCH PLANTS FROM U. S. DOT CANADIAN MAP

Invested American Capital Far Greater Than That Of British—Some Protests Openly Recorded.

OTTAWA, Ont. (UP)—The penetration of United States industry in Canada, attributed to the desire of American manufacturers to obtain the benefits of the British empire tariff preferences, is increasing, a survey by the dominion bureau of statistics, Canadian government statistical agency reveals.

It is estimated that American manufacturers have established nearly 1,300 branch plants in Canada, and the large majority of the \$2,000,000,000 invested in plants in the dominion by foreign manufacturers is owned by American interests.

The American capital invested in Canada, it is revealed, by far exceeds British capital. The American penetration in Canada is particularly pronounced in Ontario, because the province extends farthest south and is more contiguous to the large centers of American manufacturing.

Distance Favors Americans Canadian economists, surveying the situation, find a great difference between the attitude of British and American manufacturer in locating

in Canada. The former operates primarily under the disadvantage of long distance, whereas communication between American plants and Canadian subsidiaries is only a matter of minutes and the shipment of equipment, when urgently needed, is only a matter of hours. Moreover, the British manufacturer has an enormous home market, in addition to being favorably located for foreign trade in general, and, being in the empire, has all the fiscal preferences automatically.

When the American manufacturer attempts to enter the Canadian market, he encounters a tariff wall, and the only way he can overcome this impediment is by establishing a branch factory in Canada.

Canadian Trade Sought It is not for the Canadian trade alone, however, that the American manufacturer is increasingly investing capital in Canada. He is also seeking the preferential advantages of British and dominion trade agreements. American factories located in Canada are heavy exporters of various commodities, ranging from automobiles to toilet preparations, which go to Great Britain, Australia, New Zealand and South Africa. They enter those countries under the preferential tariffs, which are low in comparison with customs duties if exporting directly from the United States.

Customs regulations, however, provide for a large degree of Canadian content of labor and materials as a qualification. For example, after next March, the Canadian content of motor cars must be 65 percent or else the great advantage accruing from scores of parts being admitted free will lapse.

The American branch industry has readily assimilated itself into the Canadian industrial structure, and, in place, it is actually a dominant factor. It has a large voice in the Canadian Manufacturers' association, and, curiously, it commonly combats

moves to lower the tariff against the United States even if this would benefit the parent industry. Free access to the Canadian market would modify the necessity of Canadian branch plants, even though it is only through them that the empire preferences are available.

Some Opposition Manifest The penetration of American industry into Canada has aroused opposition in some sources. The development is particularly opposed by the Socialistic Co-operative Commonwealth federation party, which holds that the operation of these companies in the dominion is "a real menace to Canada."

J. S. Woodsworth, leader of the party, recently accused Prime Minister Mitchell F. Hepburn, whose opposition to John L. Lewis' Committee for Industrial Organization is construed in some quarters as an invitation for American industries to locate in the province, of permitting American companies to organize in the province and operate under lower wage scales.

"Wherever there are gold, nickel or coal mines, automobile factories, or water powers controlled by American interests in Canada you should put up an American flag, and then you would have no room for the British flag," he said. "Stand on guard for Canada if you want to have British industries established here."

CHARGE AGAINST IEU WILL STAND

PORTLAND, Ore., Oct. 22. — (UP) — Harry Hazel, national labor relations board examiner, denied Wednesday a motion by counsel for the Industrial

Employees' Union, Inc., for dismissal of labor board charges against the I. E. U. in the case in which the organization is named respondent along with three northwest lumber companies and an organization of operators.

Counsel for the labor board alleges the I. E. U. to be a "company union" and ineligible as a bargaining agency for employees under the Wagner act. Nicholas Jauregui, attorney for the I. E. U., contended the complaint contained no charge against the organization, but merely stated it had

been coerced by employers. "If there has been coercion, we want it removed, but we deny there has been," Jauregui said.

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