

## WOODEN MOTOR SHIPS UNDER CONSTRUCTION

The St. Helens Shipbuilding Co., St. Helens, Ore., owned by the Chas. R. McCormick Co. interests of San Francisco, have under construction at their shipyard two five-masted auxiliary power schooners, designed for the lumber trade of the Pacific Coast.

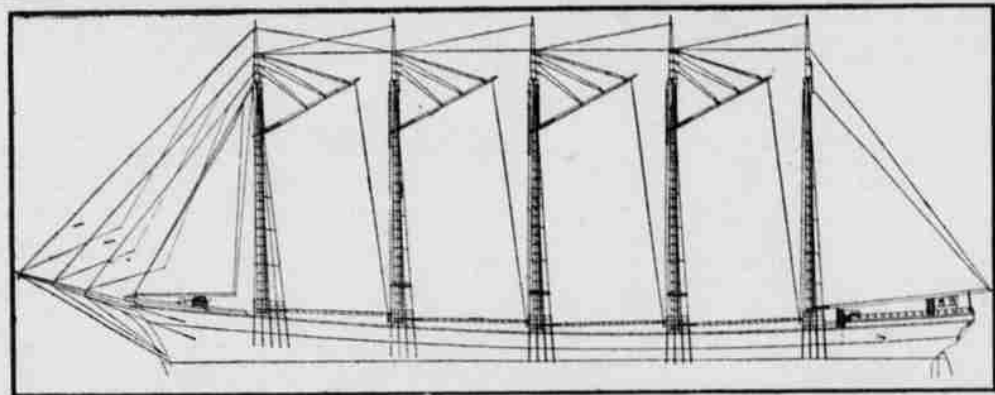
One of these schooners now more than 70 per cent complete, is to be called the City of Portland. She will

The cargo will be handled with four regulation steam winches with 130-pound marine boilers.

The auxiliary power plant of these vessels will consist of two 4-cylinder Bolinder engines of the semi-Diesel type, each unit being 320 H. P. and 225 R. P. M., swinging a 4-foot blade 6x8 propeller. The speed by motor propulsion alone will be about 8 knots.

sorbed at either foreign or domestic ports; that the loss of a ship of this size and capacity would not necessarily cripple a firm's trade and finally that the auxiliary power feature presents marked economies in operating costs over either a steam or sailing schooner.

These vessels will carry fuel oil sufficient for a run of sixty days and the radius of action is practically un-



SAIL PLAN OF THE MOTOR SHIP CITY OF PORTLAND, UNDER CONSTRUCTION AT ST. HELENS, ORE.

be ready to launch during the latter part of February. The other, about five per cent complete, has the ways already built. The vessels are duplicates.

The City of Portland is one of the largest wooden vessels ever built and is the largest wooden, motor-driven boat in the world. This ship is 290 feet over all, 44-foot beam, and 22 feet moulded depth. Two million feet of lumber will be used in the construction of each vessel.

Fore and aft truss construction reinforces the hull without interfering with the handling and storage of lumber, and in order to facilitate the handling of long length timbers, bow and stern ports will be provided.

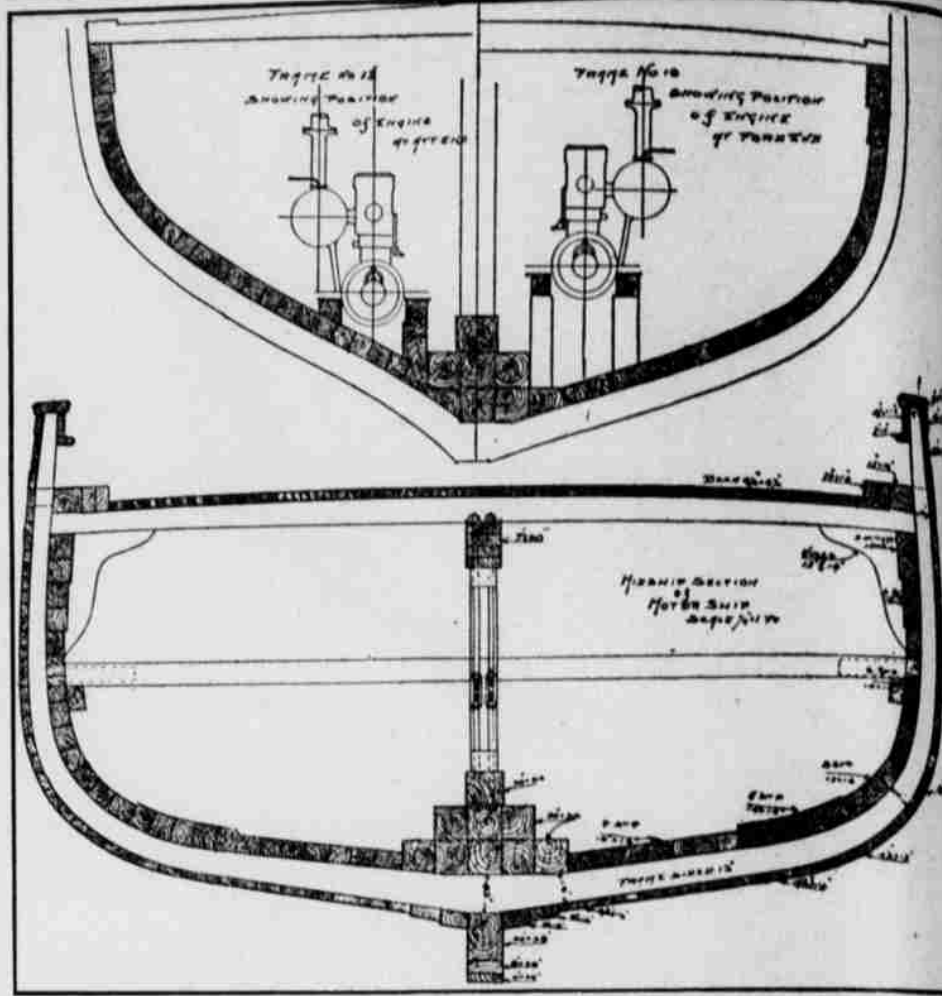
The advantage of auxiliary power in a lumber schooner are many and well justify the cost of engine installation. The saving in towage and the time saving in the calm belts, and the greater speed at which the vessel travels are all dominant factors in increasing the ship's earnings and utility. The saving in crew costs can be seen when only three men are required in the engine room.

From an investment point of view, the points advanced in favor of the wooden ship may be briefly stated as follows: That four carriers of 2,000,000 feet capacity can be built for the cost of one 5,000,000 feet steel steamer; that a cargo of 2,000,000 feet is not too large to be readily ab-

limited. The illustrations herewith give a very comprehensive idea of the general plans of construction of these motor ships, which it is believed are destined to come into general use in the lumber trade of the Coast and other sections.

The vessels were designed by J. H. Price, the well known marine architect, who has already many staunch and speedy vessels to his credit, both of the sail and steam schooner type.

It has been announced that preliminary preparations have been made for the construction of a third vessel of the type of the City of Portland for the Chas. R. McCormick Lumber Co., to be started as soon as the lat-



CROSS SECTIONS OF MOTOR SHIP CITY OF PORTLAND, ST. HELENS

ter vessel is launched in February. It is expected that the third vessel will be in commission by October.

### To Build Motor Ship for Gulf Trade

Captain William Wrightson of Mobile, Ala., has entered into a contract with the St. Helens Shipbuilding Co. to build for him a vessel of the type of the motor ship City of Portland now under construction by this firm and described above. The vessel will

be a three-masted sailing schooner, 158 feet in length, 35 feet beam and 12 1/2 feet depth of hold, and designed to carry 500,000 feet of lumber. The auxiliary power plant will consist of a single unit Bolinder engine of the semi-Diesel type, developing 150 H. P. The speed without the use of canvas will be six knots. The contract price is reported to be in the neighborhood of \$60,000, and delivery will probably be made in June.

Captain Wrightson plans to load a cargo for New York or Panama after which the vessel will go into the regular trade from Gulf ports to Cuba, Porto Rico or Central American ports.

Inquiry has also been received at the St. Helens Shipbuilding Co. from the Gulf Coast for a ship of the type of the City of Portland, following closely upon the order placed by Captain W. Wrightson of Mobile, for the three-masted motor ship described above.—Portland Timberman.

### WHY THE CREAMERIES SEEK TO COMBINE

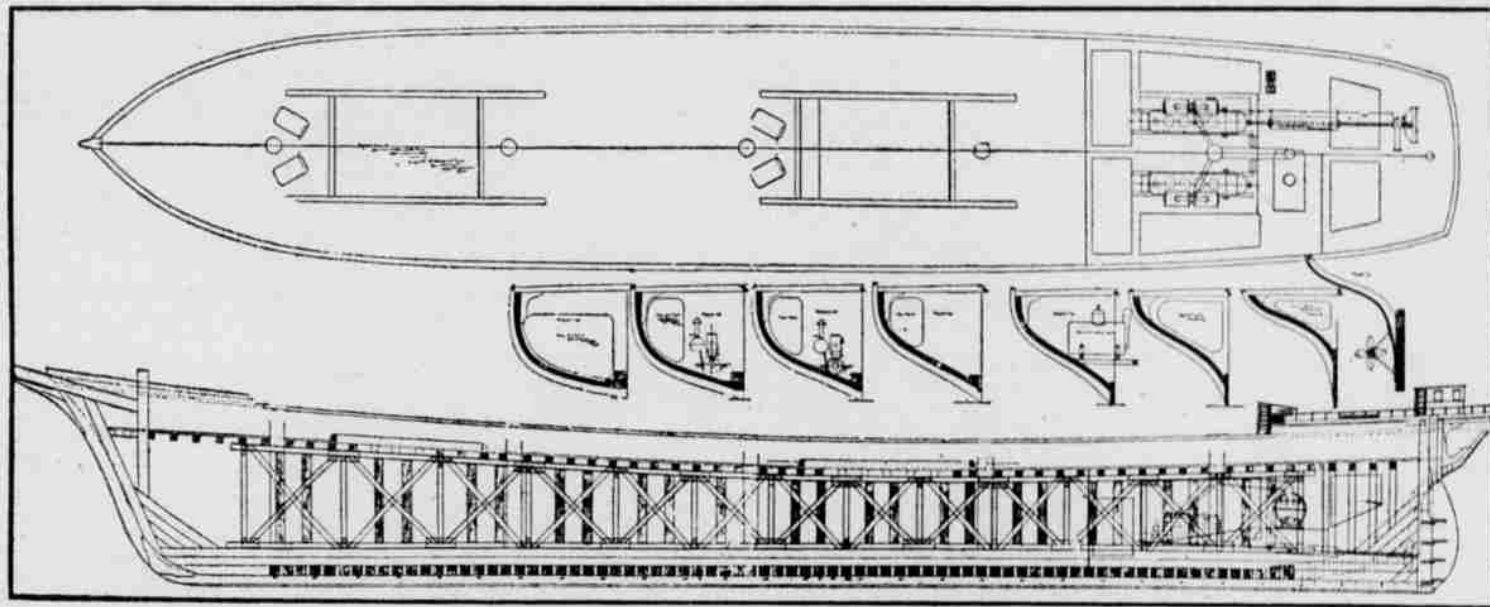
"Weak country creameries are being crowded to the wall by a system that is slowly but surely sapping the life blood of every creamery in the state that does not have access to a local market where it can dispose of enough of its products regularly to the retailer at a price that will en-

able it to pay for the butchering. In order to remedy this situation an attempt is being made by the country creameries to combine in the production and marketing of their products."

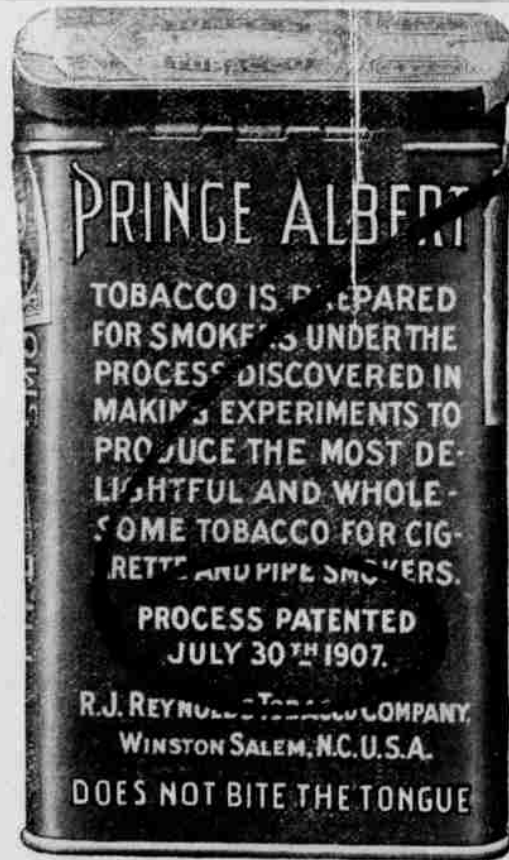
This is the statement made by J. D. Mickle, who explained the purpose of the co-operative creamery as follows: "The improvement of every creamery product; the standardization of the butter of all creameries; the standardization of the butter flavor, texture, moisture, and color; the selling of all butter, whether or otherwise, under one brand; the establishment of a creamery agency which will handle the sale of the entire creamery production; the association of all butter passing through the agency as association assistance to the dairymen in their efforts to produce a better cream; to obtain a more direct market for surplus but-

### MOVED

The barber shop known as K. shop, has moved into the building. Fay Halstead is to come and see the white shop.



CONSTRUCTION PLAN OF MOTOR SHIP CITY OF PORTLAND, ST. HELENS



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