

part of February.

The company has been working a 60-hour week in a frantic effort to meet the May 15 deadline, and estimates are that 12,000 man-hours of labor have thus far gone into the structure, with perhaps as many more hours left before completion.

According to Fred Horn, representative of the shipyard visiting the local plant, the maiden voyage of the SS United States is scheduled for July 3, when she will make her first trip on the regular North Atlantic Service.

The S.S. United States is 390 feet in length and has a beam of 101 feet six inches. If the massive liner were plunked down in the middle of Third Street, on end, it would tower into the air a distance of ten times the height of the Hotel Jamestown building; tipped over on its side it would come within a few feet of reaching the top of that structure.

The four propellers of the great liner, powered by steam turbine engines, are expected to drive the ship through the water in excess of 30 knots; and will probably result in the ship smashing the present trans-Atlantic crossing record speed of slightly over 31 knots.

Although Mr. Bates is justifiably proud of the part his plant is playing in the construction of the SS United States, he points with pride to the hundreds of Ellison balanced doors which have been installed in hospitals, municipal buildings, and other famous buildings, throughout the nation. The entrances to the Jamestown Municipal Power plant and the Crescent Tool Company are the two latest local installations by the Ellison Company.