

All Supplies for Fourth Corps Will Be Kept at Conley Depot

By HAROLD MARTIN.

Down at Conley, Ga., come early fall, Uncle Sam is going to cram 28 million feet of storage space chock full of the supplies of war.

If the Confederacy had had the stuff Uncle Sam is fixing to lay in down there, Scarlett O'Hara never would have made that wagon ride from a burning Atlanta. Sherman never would have gotten close enough to strike a match.

Just a few miles from the road that Scarlett followed on her flight to Jonesboro, between the Central of Georgia and the Southern railway, there is rising the superstructure of one of the biggest, if not the biggest, army supply depots in the country.

When it is finished, about October, 14 mammoth warehouses will spread their fireproof gypsum-plank roofs over 48 solid

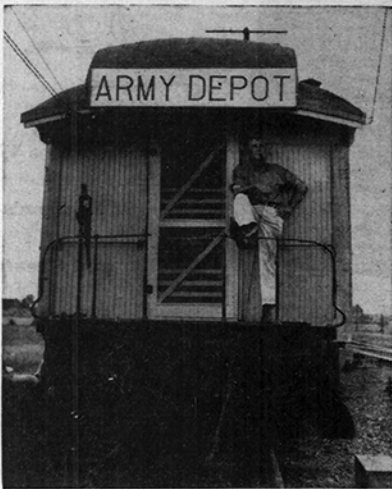
acres of Georgia soil, separated only by the railroad tracks that will haul the stuff in. From pontoon bridges to shoe laces, from field radios to canned salmon, the squat buildings will shelter all the food, the clothing, and the tools—except guns and ammunition—the more than 400,000 soldiers of the Fourth Corps Area will need.

It will cost eight million dollars when it is finished, and maybe three million more, for Uncle Sam is thinking of tucking away in one corner of the 1,500-acre reservation a training school for 3,000 mechanics which will cost that sum to build and equip.

It is no jerry-built, temporary thing, either, but all solid fire-proof brick and steel and concrete, built to stay there from now on.

To level the ground for it contractors moved two million cubic yards of earth—a sizable pile of

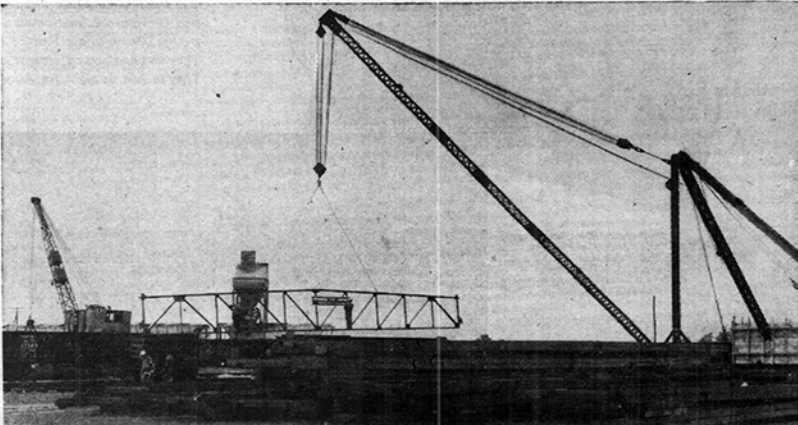
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OLD 301—Hundreds of Atlantans will remember this ancient wooden railway car that's now the official station for Army Depot, Ga., the Army's great quartermaster warehouse area at Conley. It's old 301 that used to run from Jonesboro to Atlanta on the Central. On the platform is Station Agent Leonard Nolan.



STEEL WORKER—Rough, tough and tireless, W. H. Slaton, of Atlanta, is typical of the hundreds of hard-boiled steel-riggers from all over the country who will be putting up the 11,000 tons of structural steel that will form the framework for the 48 acres of buildings at Conley, where the great quartermaster station is going up.



STEEL'S ACOMIN'—There's no bottleneck in the steel industry so far as the Conley job is concerned. Endless flat cars for the past week have been bringing in the

giant prefabricated trusses that will support the roofs of the Conley warehouse—getting them to the job nearly two weeks earlier than the deadline.

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HEAD MAN—Major S. C. MacIntire Jr., the Army's constructing quartermaster on the mammoth Conley warehouse, is charged with the responsibility of building \$8,000,000 worth of shelters for war materials between now and early fall. He's shown here with Sport, the gray stallion he rides on inspection over the 1,500-acre reservation.



Constitution Staff Photos—Marion Johnson

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Conley Vast Army Depot

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dirt. To provide it with water they laid seven miles of water main from the city line at Federal pen. They put down eight miles of sewers, and erected seven and one-half miles of close-mesh fence, crowned with barbed wire. But that was just getting it "out of the ground" as the engineers say.

Before they are finished they will have put down 11 miles of concrete and asphalt roads, and will have installed an electric system big enough to furnish lights to a good-sized town.

Between Rail Lines.

On a stretch of two and one-half miles, between the Central of Georgia and the Southern main lines, they are laying 12 miles of railroad tracks, tying on with the main lines. They are building a yard with 18 tracks side by side, big enough to hold five hundred freight cars at once, and when that is done the station of Army Depot Ga., as it is now officially named, will have more railroad siding than any private plant in the south. There'll be no waste motion loading and unloading. Cars will be carried on spur tracks right up to the doors of the proper warehouse.

The preliminary work is done. Pouring of concrete foundations is well on toward completion. The first of 700 solid carloads of structural steel—enough to build a battle cruiser—are in, and more is arriving every day. Eight hundred carloads of gypsum roofing plank are on the way. One hundred and twenty-five thousand sacks of cement will go into the huge plant, and soon 500 brick-masons will join the 1,000 men now on the job in laying the thirteen million bricks required by the buildings.

Each warehouse, when completed, will be as long as three average city blocks and a half-block wide. They will be fire-proof throughout, and their stores will be guarded by a fire department quartered permanently on the grounds.

Police Patrol Place.

Fifty policemen now patrol the place, commanded by former State Patrol Captain Frank Simmons. Under him, as assistant chief commanding the three watches, are former State Patrolmen H. H. Brady, F. L. Banks and A. L. Bagley.

Army's boss on the job is big, easy-going Major S. C. MacIntire Jr., a Newport News (Va.) engineer, who took his reserve commission a year ago and has been building for Uncle Sam since at Anniston, Ala., and at Conley.

Riding his white stallion, Sport, he stays in the field all day, keeping an eye on the progress of things, seeing that the huge job moves on schedule. Fond of the "Gone With the Wind" country, as he calls the Conley region, he laughs as he looks at the brick and steel of the warehouses he is building.

"Here's one," he laughs, "old Sherman couldn't burn."

The man who wants to fix your place up advertises in the "Business Service" classification in the Want Ads of The Constitution.