

PACIFIC 'WAR GAME' PLAN IS ELABORATE

Maneuvers of Big Fleet to Be Record Demonstration.

OREGON FLIERS MAKE GOOD

Civil Service Examination Ordered to Fill Vacancy in Bend Postoffice.

OREGONIAN NEWS BUREAU, Washington, May 27.—Entirely new "war-game" spectacles will be witnessed by the Pacific coast this summer as part of the program for the cruise of the naval fleet, which is to leave for the west coast soon after July 1.

Secretary of the Navy Daniels' announcement before the house naval affairs committee this afternoon that at least half of the fleet will go to the Pacific, is being received with interest by the fleet.

There is strong competition for the command of the fleet, which is to go to the Pacific, it is learned, and only admirals of highest rank and longest experience at sea are being considered.

Secretary Daniels, with several of his aides, intends going to the Pacific coast just as soon as he can get away, with a view of studying all of the naval bases to determine what will be necessary to afford adequate accommodations there for the proposed permanent Pacific fleet, promised later.

Four hundred and twenty miles in 180 minutes is the record made in flying from Washington, D. C., to Seattle yesterday, N. C. by Lieutenant E. H. Rorick, formerly of The Dalles, Or., but now stationed at Bolling field, near this city.

Lieutenant Rorick enlisted at The Dalles just after war was declared in 1917, but never got overseas because he was retained in this country as an aviation instructor at Hazelhurst and Bolling fields since his enlistment.

Lieutenant W. D. Hoetteler and Lieutenant Alfred M. Bennett of The Dalles enlisted at the same time and both are still in the service.

Representative Sinnott held the first hearing on the soldiers' settlement bill today, with the full public lands committee present. The bill, which provides for the settlement of 500,000 acres of public land, was followed by a hearing on the reclamation service, and H. T. Cory, consulting engineer of the reclamation service, Secretary Lane will be heard tomorrow.

The experiment has been ordered of a civil service examination to select a postmaster for Bend, Or., on June 24. This is one of the largest post offices in the west in which civil service is to be substituted for a political appointment. The postmaster's salary is \$2500.

Whitney L. Boyce of Portland, a member of the Oregon land settlement board, is here studying various phases of the soldiers' settlement problem.

Herman W. Craven, formerly of Seattle, who was forced off the United States civil service commission several weeks ago because he refused to submit to the political dictation of Postmaster General Burleson, was sworn in today as assistant secretary of the senate. Republican senators decided to give him this honor in recognition of his heroic refusal to surrender to political dictation.

CHILEAN GENERALS HELD

Government is Determined to Clear Up Army Impreglio.

SANTIAGO, Chile, May 27.—Two generals of the Chilean army were arrested today and the arrest of three other army officers is expected tomorrow.

The government announces that it will proceed energetically to clear up the situation in the army brought about by the attempt early this month to force the president to take strong measures to prevent the entry of bolshevism into Chile.

LEMON JUICE FOR FRECKLES

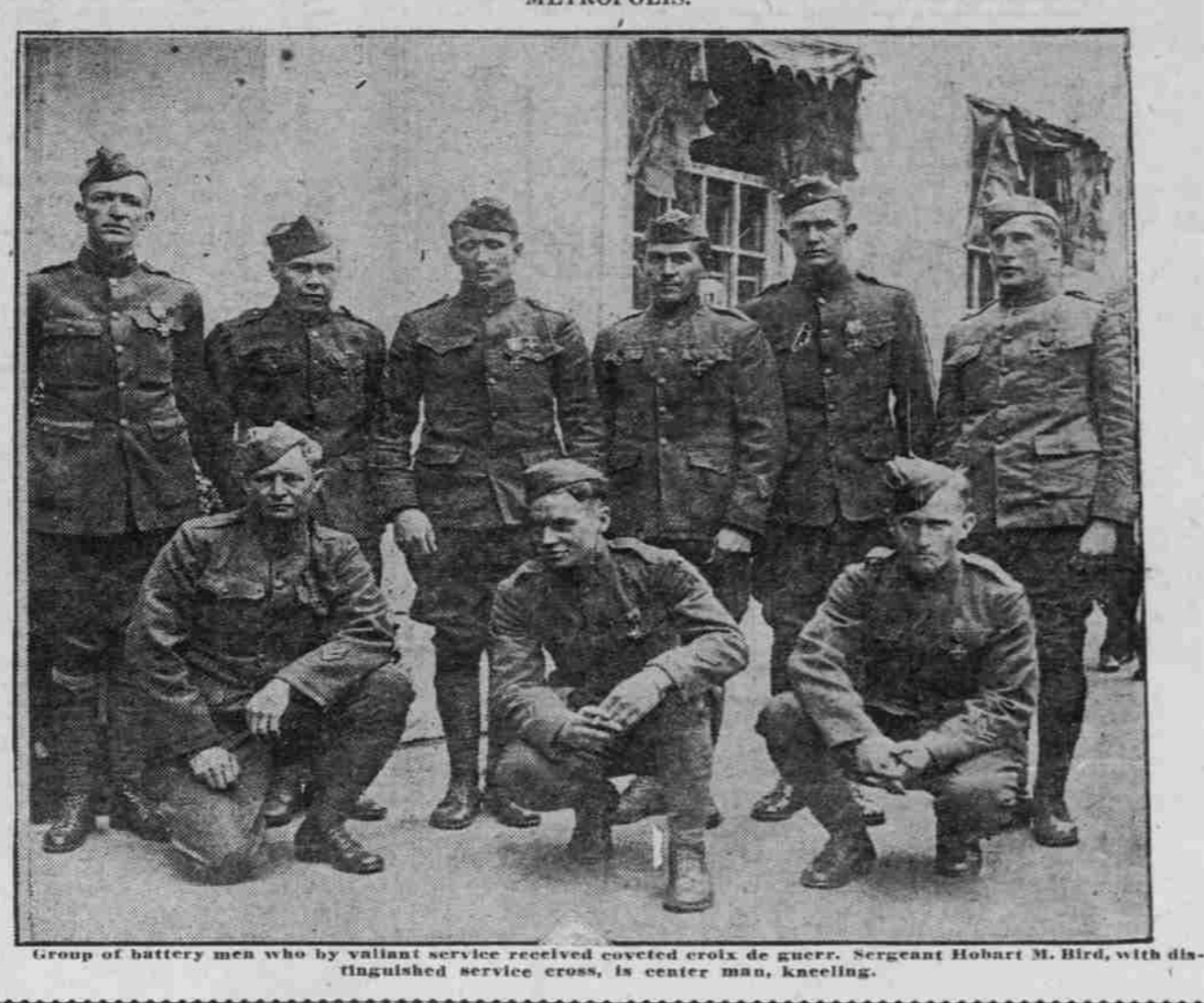
Girls! Make beauty lotion for a few cents—Try It!

Squeeze the juice of two lemons into a bottle containing three ounces of orchard white, shake well, and you have a quarter pint of the best freckle and tan lotion, and complexion beautifier, at very, very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents. Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and how clear, soft and rosy-white the skin becomes. Yes! It is harmless and never irritates.

ANNOUNCEMENT—THE ORIENTAL CAFE. The largest and finest Popular-Priced. Grille in the Northwest in the Japanese style. JAZZ BAND. Open 11 A. M. to 12:30. Why not spend your noon hours and enjoy our service and cuisine? If you don't care to dance, you may eat your noon meal in our pleasant surroundings and enjoy our unexcelled Jazzy orchestra.

BATTERIES A AND B MEN POSE FOR PHOTOGRAPHERS AS THEY ARRIVE IN OREGON METROPOLIS.



Group of battery men who by valiant service received coveted croix de guerre. Sergeant Hobart M. Bird, with distinguished service cross, is center man, kneeling.

Battery Lads Have Odd Tales to Recount.

Busy Listener Among Oregon Men Hears Many Interesting Bits of Gossip.

AMONG the interested folks at the union station yesterday morning were a large number of Battery A veterans. "It is the Spanish-American war that it was our luck to be sent to Vancouver and remain there during the entire war," said one of these "vets," "but the boys in this crowd who returned today have certainly showed that Battery A is the first to go, first to get into action and the last to ramble home."

"Judging the way the Beavers are going, our baseball team can show them a few points in the game," said Sergeant "Billy" Stepp, one of Portland's best-known "semi-pro" managers, who has found time to keep a baseball team intact in spite of the busy days of the Oregon batteries in the front line areas of France.

Excitement, during the days of the drives in which the batteries engaged, was far too continuous to make any of the men who were cited for honors believe that they were entitled to special recognition for a political appointment. The postmaster's salary is \$2500.

He never stopped working," said this man. "He was everywhere, making the work of the men easier. Danger meant nothing to him, and he was entitled to two or three decorations."

R. L. Adams was among those present at Troutdale to receive the boys, although his son, "Billy" Adams, passed through Portland last Saturday as a casual. "Just wanted to see Billy's friends," said Mr. Adams, when he hepped on the train.

Captain James S. Gay, commanding officer of Battery B, was the busiest man in seven states yesterday, because of his many friends who desired to have a word or two, details in connection with the train, for he was in command, and because of the many, many mothers of men who are in France who depended upon Captain Gay for authentic information as to their return to Portland. And in spite of all the requests, Captain Gay wore a smile, the boys saying that it was the same smile that led Battery B into battle.

TOWERS TELLS OF WRECK

(Continued From First Page.)

Caught sight of the sun through the haze, I got a sextant observation which indicated that we were about 50 miles south of the course. Estimating our speed, I figured that we were south-west of Pico and changed our course to head for that mountain in the hope that it might be clear enough for us to see it.

Landing Damages Seaplane. All morning long I had been straining my eyes looking out through the rain for either Flores, Corvo or Pico. There was really no use in this, for had I trusted to my own eyesight, I had been so close that we would surely have plunged right into it. It became very hazy again, and as Moore, the engineer, telephoned forward that we had just two hours of gasoline left we decided that we would land so that we could get a good meridian altitude and find out how far south we really were.

We pointed the plane downward and throttled down the engines. Then, just as we were about to alight, we realized that there was a big sea running beneath us. It was too late to pull up. We touched the top of a big roller and jumped from that to the slope of another, hitting with a crunch that left no doubt as to the seriousness of the damage done.

Examination showed that the forward engine struts were badly bent and that the NC-4 had landed and sprung considerably. However, I got an observation and fixed our position as being about 50 miles south of Corvo. Had I trusted to my own eyesight, taken aloft, and continued on the course at an altitude of 500 feet which I had laid, we would have landed right at Pico, but the visibility was so bad that we would probably have flown into one of the mountains.

S. O. S. Signals Sent Out. We sit once sent out S. O. S. signals, giving our position. Signals had been sent out before, but apparently had not been heard. Lavender intercepted a report that the NC-4 had landed and another that the NC-1 was down and a search was being made for her. We also heard inquiries as to the whereabouts of the NC-3.

Portland Is Represented in Batteries A and B.

Veterans Also Include Men From All Parts of Northwest.

THE officers who were in Portland yesterday with batteries A and B, 147th field artillery, were Captain Charles L. Johnson of Portland, command of battery A; Captain James S. Gay, Jr., in command of battery B and also in command of the train and Lieutenant Thomas M. Laughlin, adjutant.

The enlisted men who returned are given below, all being from Portland, unless otherwise indicated.

Battery A—Kenneth E. Allen, care engine company No. 2, fire department; Clement A. Atwood, 106 E. 10th street; Harold E. Bergan, 3100 1/2 1/2 street; Southern; Hobart M. Bird, (D. S. C.), 602 Williams avenue; Ross L. Bird, 602 Williams avenue; Isaac Boddy, 418 East 1st street; Earl L. Brackets, 481 West Park street; Cecil C. Brockman, Bickleton, Wash.; Robert E. Brown, San Francisco; Fred J. Brunner, 904 1/2 1/2 street; Charles P. Buckner, 954 Holgate street; Charles J. Bulk, 6112 81/2 1/2 street; Southeast; Hobart Burton, 1029 Williams avenue; John O. Caldwell, Burns, Or.; Reed C. Chamberlain, Hubbard, Or.; Cecil C. Chitt, 429 Vancouver avenue; Fred Christensen, Vernonia, Or.; Sylvester H. Clark, 501 1/2 Hoyt street; Walter C. Clark, Seattle, Wash.; Thomas C. Comstock, Heli, Or.; Walter E. Cornwell, 545 Yamhill street; Charles E. Cramer, Or.; Johnny E. Curren, 344 Multnomah street; James H. G. Dannebaum, 814 Clinton street; Leonard E. Deane, 1029 Williams avenue; A. Deby, Linton, Or.; Clarence M. Decker, 135 Cleveland street; James E. DeWitt, Forest Grove, Or.; Herman E. Dittus, Gresham, Or.; Will J. Doering, 2913 Fifty-first street; Southeast; Fred E. Doolittle, 1029 Williams avenue; Irving M. Edmondson, Beaverton, Or.; Charles E. Finlay, 1029 Williams avenue; Eugene J. Forsythe, 723 Oak street; George E. Garsner, 242 1/2 1/2 street; eighth street; Ronald J. Gillis, Linton, Or.; Thomas C. Gorrie, Philomath, Or.; Arthur Hansen, 1029 Williams avenue; Ben W. Harrison, Forest Grove, Or.; Edward W. Higley, Hilliard, Or.; Willis E. Hines, 2813 Texas street; Clarence Hoard, 737 Clatsop avenue; Henry A. Jensen, 1029 Williams avenue; Manning S. Johannessen, 1003 Tillamook street; Albert V. Johnson, 1003 Concord street; Cecil W. Kemp, Madras, Or.; Walter L. Kraack, Portland; Henry Krause, 100 Mitchell street; Charles E. Krasner, 1029 Williams avenue; Anthony J. Ladd, 208 Twelfth street; Ayres H. Larrabee, 1450 Knowles avenue; James E. Leavelle, 1029 Williams avenue; David Levy, 199 Curry street; Clarence W. Loutitt, 209 North Fifteenth street; West C. McAdams, 1019 East Thirtieth street; Arthur E. McAllister, Portland; William E. McArthur, 6025 Foster road; Southeast; Tyus A. McElwan, Portland; Malcolm T. McLean, 350 East Forty-ninth street; North; McMichael, 1029 Williams avenue; Log Cabin, Baking company; Ray L. Martin, Jennings, Lodge, Or.; Ralph Michael, 908 East Couch street; Nicholas Munhoven, Seventy-eighth street; Clyde E. Nighthaven, 814 Williams avenue; Allan Myers, 724 East Burnside street; Edgar Nuttall, Oregon City, Or.; Carl O. O'Brien, 400 Morrison street; Charles M. O'Malley, 268 Williams avenue; Harold O. O'Neil, 1029 Williams avenue; Anthony J. O'Pfeiffer, Redmond; Monroe streets; Thomas E. Pitts, 324 1/2 Williams avenue; Leo F. Purcell, Linton; Daniel Robinson, 884 East Main street; Clyde E. Sanders, Portland; Harry E. Schmidt, 524 East Eleventh street; Southeast; Schroeder, 5610 Fifty-fourth street; Southeast; Arthur A. Scott, 918 Princeton street; Louis H. Shindler, Milwaukee, Or.; William Smith, Portland; Harry W. Station, 1247 Williams avenue; Ernest I. Stoddard, 111 East Twenty-eighth street; Elmer Stewart, Twenty-sixth avenue and Eighty-fourth street; Albert E. Taylor, 1834 Wilbur street; Victor H. Waldele, 689 Spokane avenue; Elford L. Trammell, Culver, Or.; John W. Tucker, Washington, Wash.; Alan H. Tress, Seattle, Wash.; Heffron, James H., chief of staff, Portland.

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The wind shifted more to the north-west and began to blow away from the land. The outlook then was very blue, indeed. We put out our big sea anchor, and it had been made to secure the ship, for it tore to pieces at once. Then we put the buckets over again. Night began to come, and once more, and although we had not discussed the subject, none of us expected to live through it. The high wind was still blowing and the sea were 200 feet deep in the hull.

The morning of the 19th was a little clearer, and I got some faint sights of Arcturus and the moon in the early hours, which fixed our position. Then I told the pilot to try to steer a certain course which would bring us near San Miguel (St. Michael). It was considerably off the wind, but by careful operation of the compass we found that we could work gradually to the northward.

Wreckage Used to Measure Speed. At 9:30 an observation showed we were making good the course to San Miguel and had been making good speed by having wreckage thrown over the stern of the boat, and knowing the length of the boat, timing it until it reached the bow, then working out the result, three miles per hour.

We lost our sea anchor, but rigged another from parts of the wings and wire. At 10:21 Moore sighted land astern which, according to my navigation, should have been 45 miles. It was San Miguel. The effect of the spray was astonishing. After two days without having any sign of a vessel, and expecting to go down at any minute, to have land in sight.

It was still rough and we did not know if the old wreck would hold together long enough to make shore, but there was hope. We continued to pump, with a different spirit. All hands suddenly realized they were hungry and thirsty. Then the idea of refusing assistance if it was offered came to me, and we promptly hoisted our flag right side up. Heavy squalls with lots of rain came a little later, but we managed to weather them and finally got within five miles of the coast. Then I laid down a line to Ponta Delgada.

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Phone your want ads to The Oregonian. Phone Main 7974, A 6995.

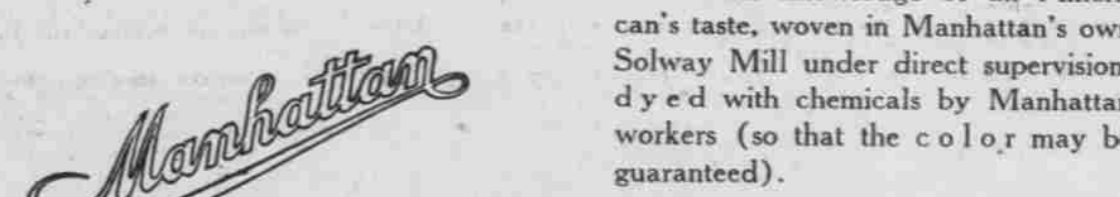
Lipman Wolfe & Co. Merchandise of Merit Only



The Newer Manhattan Shirts for Men Are, Naturally, at This Store

—not alone because the better assortments of the "new" are synonymous with this store's Men's Shops, but because it is natural that Manhattan shirts should be sold here.

—Call to mind any standard gauge of excellence by which you may judge a product—then put Manhattan shirts in that class. Fabrics designed according to Manhattan knowledge of an American's taste, woven in Manhattan's own Solway Mill under direct supervision, dyed with chemicals by Manhattan workers (so that the color may be guaranteed).



soft collars and Mansco underwear, two other Manhattan products, are ready in complete variety at this store.

—Men who wear soft collars (and how many do not nowadays?) will find in Manhattan collars a degree of style "standupishness" and comfort not to be found in other grades, and the wearer of a Mansco union suit knows that summertime ease and comfort that many seek, yet do not find.

—This is the Manhattan shirt as we show it to you men of Portland today, tomorrow, any day.

—But—another word—

—the Manhattan assortments at this store are—without single exception—entirely new this spring. Every shirt, every pattern is a 1919 product as interesting from a point of newness as a new "wrinkle" in a new 1919 mechanical improvement on an automobile.

—We believe this assortment is exclusive as to newness to this store in Portland; surely, it is unexcelled.

—Madras, fibre silks, Solways, heavy silks—\$3 to \$12.

Men's Shop, Just Inside Washington-Street Entrance—Lipman, Wolfe & Co.

5-10-15c Merchandise, clothing, shoes, general merchandise. Woosters Workingmen's Store, open evenings for your convenience. 488 to 491 Washington St. Take the car home from WOOSTER'S. Can Germany Pay YOU WILL FIND THE ANSWER IN THE WORLD'S WORK FOR JUNE WITH A 32 PAGE SUPPLEMENT ON The Terms of the Peace Treaty ON THE STANDS TO-DAY. How about a new design for that LETTERHEAD, AD OR LABEL? CALL F. GARDINER 610 PITTOCK BLK—BDWY 132