

ALLIES MAY YIELD FEW TREATY POINTS

Wilson and Lloyd George Are
Said to Favor Changes.

SAAR VALLEY CHIEF ISSUE

Fixing of Indemnity at Flat Sum
of \$23,000,000,000 May Also
Be Outcome of Parley.

BY HERBERT BAYARD SWOPE.
(Copyright by the New York World. Pub-
lished by arrangement.)
PARIS, June 1.—(Special Cable.)—
While it would be too much to say that
the allied diplomatic front has been
broken by the German counter-pro-
posal, the fact is that the Germans are
stronger now than at any time since
the armistice, several of their sugges-
tions having won support from both
the American and the British delega-
tions.

Count von Brockdorff-Rantzau's ac-
ceptances and rejections, amounting to
150,000 words, have been transmitted to
Premier Clemenceau in Germany.

Four Points Raised.
Serious attention will be given to
each point advanced by the Germans,
and President Wilson and Premier
Lloyd George have indicated their will-
ingness to recede from original po-
sitions taken by them, if it can be
shown that such a course will be help-
ful to world peace without lessening
the just penalties to be meted out to
the enemy.

Four main features characterize the
German answer. The first is a demand
that reparations be fixed definitely at
\$23,000,000,000, which is precisely the
sum originally figured out and advised
by British and American experts.

The second demand is for a plebiscite
for Silesia, which the Germans say, was
never Polish and should not be awarded
to Poland.

Saar Valley an Issue.
The third point is in protest against
a sovereignty other than German for
the Saar valley, and the fourth point
covers the German demand for im-
mediate admission to the league of na-
tions.

President Wilson and Premier Lloyd
George are ready to hear arguments
on each of these points, thus placating
liberal opinion, which has been out-
spoken, especially in England, against
certain features of the treaty. One high
member of the conference said that the
sessions of the conference are just en-
tering their most important and most
serious stage.

Broadly speaking, the French position
is opposed to concessions of any kind.
Treaty Revision Certain.
In the situation caused by the Ger-
man counter-proposal of the peace
treaty, one fact is plain. There are to
be several revisions in the text of the
treaty, although such changes will
deal more with the terms than with
the principles underlying that docu-
ment.

How far such alterations will be per-
mitted is expected to be settled Mon-
day, when the big four will have a
meeting with that purpose in view.
They wish it understood that they re-
served themselves free to make such changes
as may be deemed wise and that the
treaty is not to be regarded as a com-
pleted and unchangeable instrument.

Note Writing Continues.
Meanwhile the Germans continue their
note writing, spite of the intimations
that no more were acceptable. Another
of these documents was forwarded
today.

A high Italian official denied to-
night that his country and Jugoslavia
have solved their difficulties in the
Fiume. A report has been widely cir-
culated that a plan has been adopted
which would make Fiume a free city
having diplomatic status, and that
Italy, although under the guardianship
of the league of nations. In addition,
according to this report, Italy would
receive outright Zara and Sebenico,
while renouncing claims to the re-
mainder of Dalmatia, Cherso and Lissa
and other islands in the Gulf of Quar-
nero to go to Italy as well as the man-
date over Albania.

Solution Not in Sight.
The choke point in this arrangement,
however, is over the proposed plebiscite
in the Italian peninsula, which both
sides are unwilling to have under-
taken. Italy flatly repudiates the set-
tlement as undiplomatic and the Jugos-
lavs are not any more pleased with the plan.
Although American officials still insist
that the two sides will be brought to-
gether, it can be said positively tonight
that no solution has been reached.
President Wilson is planning a visit

COMMANDER OF NC-4, FIRST AIRSHIP TO CROSS ATLANTIC OCEAN.



—Photo copyright by Underwood.
COMMANDER ALBERT C. READ.

RATE CHANGE IS OPPOSED

WASHINGTON WHEAT SHIPPERS
TO APPEAR AT HEARING.

Fear Is Expressed Portland May Se-
cure Advantage in the Coast
Grain Market.

SEATTLE, Wash., June 1.—(Special.)
—Advises received by executives of
Seattle's commercial organizations Sat-
urday indicate that there is to be a
movement among the wheat shippers of
eastern Washington, Oregon and Idaho,
on the grounds that the advantage of
competitive markets may otherwise be
lost, to start an agitation that may
lead to a change in the present com-
merce commission at Portland July 21,
against a change in freight rates. These
shippers say that they would get no
benefit by such a change, and prefer
to leave the fundamentals as they are,
rather than to start an agitation that
may deprive them of the privilege of
competition on a wide scale in market-
ing their grain.

Executives of Seattle's shipping in-
terests have stated that if the mem-
bers of the Interstate Commerce com-
mission who will hear the complaints
of Portland should give that city the
advantages in freight rates as request-
ed, these grain shippers would find
themselves in much the same position
as they formerly occupied in being de-
prived of the benefit of competitive
markets for their output, and with the
situation again in the hands of Port-
land, grain buyers would have the op-
portunity of taking all the profits and
of paying just enough over Puget sound
prices to get what business they wanted.

Questions regarding these prob-
lems are being asked of Seattle grain
and flour interests. From this it is
surmised by commercial organizations
that the grain men are to take a hand
in protest.

DAUGHTERS OF NILE ELECT
Officers Chosen in Seattle.
SEATTLE, Wash., June 1.—Mrs. Edith
E. Gattis, Seattle, was re-elected su-
preme queen at the fifth annual com-
munication here yesterday of the Su-
prema Temple, Daughters of the Nile.

Officers elected included: Sup-
reme princess royal, Anna Larson, Se-
attle; supreme tirzah, Nellie Brown,
Victoria, B. C.; supreme badura, Emma
Farnham, Butte, Mont.; Nydia, Mary
Holman, Portland, Or.; Zuleika, Lillian
Hutchinson, Portland; Zenobia, Isabella
Spence, Victoria, B. C.; lady of the keys,
Francis E. Case, Tacoma, Wash.

The next annual communication will
be held in Seattle.

All should be interested in making a
greater state. Vote for Roosevelt high-
way.—Adv.

MAYOR HANSON RETURNS

SEATTLE EXECUTIVE READY TO
"GET BACK IN HARNESS."

Speaking Tour Extended to Boston
and Many Invitations Still
Await City's Chief.

SEATTLE, Wash., June 1.—(Special.)
—Welcomed by a delegation from the
city's lodge, members of the board of
public works and a large group of per-
sonal friends, Mayor Hanson returned
to Seattle Saturday afternoon from a
five weeks' trip in the east.

The mayor left Seattle April 24 on
a speaking tour, in behalf of the fifth
victory liberty loan, which extended to
Boston, where it terminated on May 19.
Since then he has visited New York and
many important cities in the east, and
has spent a few days at his old home in
Wisconsin. He has been in demand for
addresses by commercial and patriotic
organizations, and made the last ad-
dress at Spokane Thursday night.

Mayor Hanson will be in his office in
the city hall Monday morning. He said
he "will get right into the harness." He
is undecided whether to accept a num-
ber of invitations this month. He has
been asked to attend the Portland Rose
Festival the week after next, and the
Minnesota State Bankers' association
wants him for an address at the state
convention at St. Paul, June 20 and 21.

Anting Mayor W. D. Lane received a
letter from the Minnesota Bankers' as-
sociation asking the city council to give Mayor Han-
son a leave of absence so that he might
attend the convention.

100,000 tourists to Oregon yearly if
you vote for Roosevelt highway.—Adv.

Vote for the Roosevelt highway
Tuesday, election day, June 24.—Adv.

COMMANDER TELLS STORY OF VICTORY

Skipper of NC-4 Modest When
Describing Record Trip.

REPORT WRITTEN IN PLANE

Only Trouble Experienced When
Compass Gets Out of Order,
but Danger Ever Near.

The Oregonian herewith publishes ex-
clusively the personal narrative of Lieut-
enant-Commander Read, of the NC-4, de-
scribing his flight from the Azores to Lis-
bon. The Oregonian already has published
exclusively Commander Read's full story of
his flight from Newfoundland to the Azores.
The following article, written by Com-
mander Read following his arrival at Lisbon,
now tells the full story of second stage of
the great flight.

BY LIEUTENANT-COMMANDER

ALBERT C. READ.

(Copyright by the New York World. Pub-
lished by arrangement.)
LISBON, June 1.—(Special Cable.)—
We have reached Lisbon. We have
crossed the Atlantic. I always thought
we would, but there were so many pos-
sibilities of things going wrong that
even when we hung over the Tagus
and were circling down to drop smooth-
ly upon the water, I was not sure we
had done it until I felt the water catch
us underneath.

The last leg was uneventful, com-
pared to the others, and that is the best
part of it. It shows how natural it is,
after all, to bring a flying boat across
the Atlantic.

The start from Ponta Delgada was
planned for 6 A. M. (Greenwich time),
but was delayed on account of dirt in
the gasoline and in the carburetor. The
start was finally made at 10:15.

Plane Rises Well.

The swells were quite strong, but as
the NC-4 was 2000 pounds under her
weight with a full load she took the air
easily. A favoring wind was blowing
about 20 knots, visibility was good, with
clouds, however, covering the moun-
tains. After leaving San Miguel be-
hind, the first destroyer on the course
was picked up dead ahead, but just
where it was picked up I have not yet
discovered, because at the time we were
making some 8 or 10 degrees to the
right of the true course. On account
of this, No. 2 destroyer was barely
visible when about 15 miles
away, and No. 3 was missed altogether.
I could not figure out what the trou-
ble was, but I hid back toward where
the line should be with the aid of the
radio compass and finally picked up
NC-4, much to the relief of the pilot
and myself. The rest of the crew were
too busy to notice whether we were
picking up destroyers or not. Later I
found that the compass had been jam-
med out of the gimble rings, prob-
ably on the get-away, when we bounced
on top of several waves.

Rain Squall Dodged.

At one time a rain squall of con-
siderable area was directly in our
course, and it was necessary to head
40 degrees to the left for about eight
minutes in order to pass around it, but
the next destroyer was picked up ex-
actly where it was supposed to be.
Then, while in the squall, No. 7, which
was our old friend the Robinson, was
marked the fourth time the NC-4 had
passed over her on this trans-Atlantic
flight—there were two rain squalls, one
off the starboard and one off the port
bow, but we passed between them with-
out having to change our course.

The visibility became poor and our
altitude, which had been about 1000
feet, was reduced to 600 feet. Up to
this time the speed made had been
about 88 knots, and the air had been
comparatively free from bumps. No. 10
destroyer was missing, and No. 9 and
No. 11 had been moved together to
equalize the interval. This made the
run between 56 and 67 miles between
these destroyers. That, however, was
a small matter with the compass func-
tioning properly once more.

Smooth Sea Near End.

As we continued eastward the wind
gradually dropped, the whitecaps dis-
appeared, and no disturbance of the
water could be seen except a long
ground swell. Smooth water is much
to be preferred to a strong favoring
wind, because there is always the pos-
sibility of having to descend that keeps
a flier more or less at tension.

At last No. 14, the last destroyer
in the line, was passed and a few min-
utes later we picked up the rocky coast
of Portugal. Everything about the
seaplane was functioning perfectly.
Our speed had come down, but 88 knots
was too much to expect for the entire
run. During the latter part, in order
to make up for the falling wind, we
speeded up the engines from 53 knots
air speed to 65 knots.

We had to reach Lisbon
after dark, although the pilots felt con-
fident of landing without mishap.

At 7:50 we were nearing the entrance
of the Tagus, still carrying a slight
westerly wind. Then we circled and
landed astern of the Shawmut at 8:01.
Time elapsed during the flight was
9 hours and 43 minutes. Our average
speed was 63.3 knots.

Report Written in Air.

During the run we had become so
accustomed to traveling long dis-
tances through the air that I drew up
my report to the navy department be-
fore landing and the engineer shaved
in readiness for the reception which
we had heard was going to be held on
the Rochester, flagship of the de-
stroyer force.

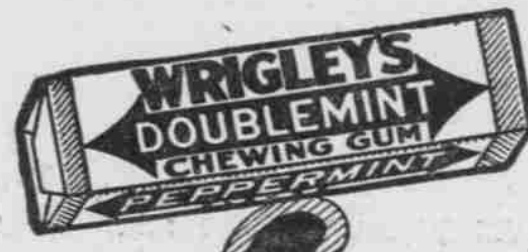
Immediately after securing the sea-
plane, we were taken on board the
Rochester, and with great ceremony
were decorated by the Portuguese gov-
ernment. The personnel of the NC-4

WRIGLEYS

The Flavor Lasts!

Always
the best buy
for the price

Sealed Tight—Kept Right



The
greatest
five-cents
worth of
beneficial
refreshment
possible
to get.

The
Flavor
Lasts

were a little tired, but otherwise in fine
shape.
In fact, some of us decided to go
ashore and see the town, as it might
be our last chance. The NC-4 was in
its usual tiptop condition, ready for
another all-day run.

PRESBYTERIANS ASK DRIVE
Ten Million Dollars to Be Provided
for "Forward" Work.

MONMOUTH, Ill., June 1.—The United
Presbyterian general assembly has ap-
proved a recommendation of the war
emergency committee for a "forward"
drive for \$10,000,000 to be used to en-
dow missionary and educational work
and selected Sterling, Kan., the seat
of Cooper college, one of the domi-
nation's institutions, for the 1920 as-
sembly.

The recommendations of the com-
mittee on reform took a strong posi-
tion on Sabbath observance, prohibi-
tion, woman suffrage, divorce laws and
the vice situation. "Deepest regret and
sorrow" was expressed that President
Wilson had advised the repeal of war-
time prohibition, and a message will
be sent to congress urging passage of
legislation enforcing the prohibition
constitutional amendment.

Good roads mean prosperity. Vote
for Roosevelt highway.—Adv.

AUDIO TO BE TESTED OUT
TRY WIRELESS PHONES.

Oregon and Montana Forests Are
Picked for Experiments With
Latest Fire Alarm Device.

MISSOULA, Mont., June 1.—Depen-
dencies in the use of the wireless
telephone, preparatory to adopting it
for use in the forests of the northwest,
will be made in Missoula within the
next two weeks, according to an an-
nouncement by R. B. Adams, district
telephone engineer of the forest service.
Arrangements have been completed
with the state university forestry
school to set up the antennae required
for the use of the audio.

Mr. Adams has just returned from
the east, where he arranged with the
signal corps of the war department for
the shipment of two sets of radio tele-
phones to the local headquarters of
the service, and two to the headquar-
ters at Portland, Or.

The purpose of the experiments is to
determine the feasibility of the tele-
phone for use in fire protection in the

forests during the fire season in mid-
summer.
The audio will be given a thorough
test in the forests this summer. Mr.
Adams said.

It means larger and more prosperous
towns on the coast. Vote for the
Roosevelt highway.—Adv.

With the advent of the Egyptian
Parasols much thought and care was
given to the perfecting and develop-
ment of the chariot, and for more than
200 years it was the leading vehicle
of the world.

GILBERT SAYS:
Get the piano now!
More time to practice
when school is
out!

Hear Me!
This sign
means some-
thing to you

There is NO WAR TAX
on used pianos!

Fischer, small.....\$150
Gilbert & Co., plain, mod-
ern.....\$225
Armstrong, walnut.....\$250
Autopiano, fine shape.....\$275
Harold L. Gilbert (cop-
per bass).....\$285
Estey, cannot be told
from new.....\$350
Passed on by the finest repair
shop in Portland.



The Little Store With the Big
Bargains

DANCE

LEARN HOW
I WILL POSITIVELY
GUARANTEE
TO TEACH YOU IN A
REMARKABLY
SHORT TIME.
SPECIAL
SUMMER PRICES
GENTLEMEN \$3.00
LADIES \$2.00

NEW CLASSES THIS WEEK—
BEGINNERS, MONDAY AND THURS-
DAY EVENINGS; ADVANCED TUES-
DAY AND FRIDAY EVENINGS.

RINGLER'S DANCING ACADEMY

Cotillion Hall

14th St. at Washington. Bdwy. 3380.

ANNOUNCEMENT—THE ORIENTAL CAFE

The largest and finest Popular-Fried
Cafe in the Northwest is
pleased to an-
nounce the opening of
THE ORIENTAL
CAFE.
It will play from 12
to 1:30, 2:30 to 4:30,
and 8:30 to 12:30.
Why not spend your
noon hour here and
enjoy our excellent
Japanese food?
If you don't
come to see the
display, you may eat your noon
meal amidst
pleasing surround-
ings and enjoy our
orchestra.
SPECIAL DAILY
11 A.M. to 8 P.M.
30c, 35c, 40c and up
Dishes, Any Style
Day or Night. All
Kinds of Soft
Drinks.
COP. BROADWAY and WASH. (op-
posite), Entrance 347 1/2 Washington.

Thor The Washing Machine That Saves Time—Clothes—Money

A Thor has no limit—lace cur-
tains or overalls, georgette blouses
or heavy woolen blankets—it cleans
them all equally well.

\$10 Now Puts a Thor in Your Home.
Balance Easy Terms.

Phone Bdwy. 2686 for free demon-
stration in your home.

SMITH McCOY ELECTRIC CO.
571 Washington Street.