

HEARINGS OPEN IN BASIN RATE CASE

Water Grades and Return Hauls Two Main Points.

PORTLAND ASKS REDUCTIONS

C. J. Smith Principal Witness at First Session.

ALL INTERESTS ON HAND

Foundation Laid for Arguments for Lower Charge on Roads Using Columbia Route.

Laying the foundation for the case to be fully presented before three members of the interstate commerce commission, attorneys representing the plaintiffs in the Portland rate case yesterday began marshalling the array of facts upon which it is sought to have the natural advantages of geographic position and easy gradients for the movement of traffic reflected in rates. At the opening of the hearing held in the courtroom on the east side of the second floor of the court house, the case of the Inland Empire Shippers' league was introduced by Oswald West, appearing as attorney for the league. Dr. C. J. Smith, president of the organization and a large wheatgrower, was the initial witness. Interstate Commerce Commissioner Henry Clay Hall presided, and as a means of expediting the hearing, the complaints of the Inland Empire Shippers' league, Public Service Commission of Oregon and City of Portland were consolidated.

Everett Appears for Sound.

The Warrenton case, in which the lower river community is seeking to obtain the same rate as Astoria, remains as a separate cause for hearing when the principal contentions have been finished. The public service commission of Idaho appeared as an independent intervenor, represented by Commissioner A. L. Freshwater and Leonard Way, trial expert.

The city of Everett appeared as an intervenor in support of the cause of Seattle and Puget Sound cities. Dr. Smith occupied the witness stand throughout almost the entire forenoon session, testifying as to the desire of the wheat producers of the Inland Empire to obtain rates based on the cost of service performed, and their objection to paying the same rate for a water grade haul for a shorter distance as that paid for a longer movement of grain over mountain roads.

Water Grade Held Crucial.

He declared that in moving the wheat to market the farmer would utilize a level road in preference to a road over hills, because his horses could haul a heavier load. Cross questioned by attorneys for the railroads and those representing Puget Sound cities, he related that it was the idea of the producers that they are entitled to a lower rate for movement of grain to tidewater than now enjoyed, and that they cannot understand how the traffic can be moved over the mountains to Puget Sound as readily as down the Columbia river to Portland.

"We know it costs more to haul wheat over a rocky hill than over a level road from our wheat ranches to the railroad station," testified Dr. Smith.

Quizzed as to why the producers did not make larger use of the Columbia river water route to move their grain to tidewater, Dr. Smith answered that it was because there are no dock or warehousing facilities making it possible to load wheat on boats, and that there are at the present time no boats operating on the river adequate to handle the crop.

Return Haul Set Forth.

Asked in cross examination whether or not it would not be preferable to use the road over a rocky hill if by so doing a return haul could be obtained on a level road, he testified that would make the traffic profitable, whereas by using the level road the teams would return without any load. Dr. Smith said that in such circumstances the hill road would naturally be used.

"If you get a rate that is satisfactory to Portland, why are you concerned about the rates to Seattle?" asked Corporation Counsel Thomas J. L. Kennedy of Seattle.

"We object to paying the higher cost of the rate to Seattle," was the reply.

J. B. Campbell, representing the Spokane Merchants' association, interjected an interjection to ask the witness whether he would take into consideration the competition of markets, to which Dr. Smith answered:

"It is a convenient thing for the producer."

In redirect examination by Mr. West it was brought out that the Walla Walla rate was reduced to Seattle by the Washington state commission to make the rate the same as that to Portland by the Oregon-Washington Railroad & Navigation company, which at that time had no line to Puget Sound cities. Pendleton, being an intermediate point, was given the same rate as that made via Wallula.

Arthur C. Spencer, attorney for the railroad administration and representing the Oregon-Washington lines of

PRESIDENT'S ILLNESS HELD NOT SERIOUS

PATIENT IN WEAKENED CONDITION, SAYS PHYSICIAN.

Postponement of Western Trip May Be Found Necessary Because of Attack.

WASHINGTON, July 21.—President Wilson was in a weakened, but no wise serious condition tonight after having spent the day in bed with acute dysentery. Rear-Admiral Cary T. Grayson, his personal physician, said the president had been in considerable pain and had been very "uncomfortable." He said he would insist that Mr. Wilson remain in bed until he had completely recovered. The president's appointments for tomorrow with republican senators had not been postponed tonight, but at the White House it was considered extremely doubtful whether Mr. Wilson would be able to keep them.

While none of those close to the president would say whether his illness would result in postponement of his trip through the west, there seemed to be an opinion that should the illness be prolonged it could have no other effect. Rear-Admiral Grayson was uncertain when the president might be able to resume his duties.

Senators who were to have called at the White House today were Edge, New Jersey; Norris, Nebraska; Cummins, Iowa, and Calder, New York.

While Senator Norris' name was on the list of engagements for today, there were published reports that he had declined the president's invitation. The senator, however, refused to discuss these reports further than to say that any publication on the subject was unauthorized by him.

The president's first complaint of feeling ill Friday, when he went to the capitol to confer with Senator Hitchcock of Nebraska, ranking democratic member of the senate foreign relations committee. He told Secretary Tumulty then he was slightly indisposed and expressed his intention of going down the Potomac over the week-end in the belief that a change of air might be beneficial.

During the trip, however, the weather was stormy and damp and Mr. Wilson appears to have contracted a slight cold. When he returned from the trip this morning he was feeling worse, and immediately upon arriving at the White House Rear-Admiral Grayson diagnosed his ailment as acute dysentery and ordered him to bed.

NITRATE CARGO COMBUSTS

Truck Driver of Bend Saves Machine and Half of Load.

BEND, Or., July 21.—(Special.)—Burlap sacks filled with nitrate scrapings taken from the dry bed of Stinking lake, in Harney county, yesterday, took fire spontaneously this afternoon when the load of potassium and sodium salts was being brought into Bend on a truck driven by Guy Wilson of this city.

The fire was not extinguished until half of the nitrate crystals had been consumed, although the truck itself was undamaged. The dangerous load had been collected by the Oregon Nitrate company, and was to have been sent east to be used as samples to interest eastern capital in the development of the property.

90 DEGREES IS MAXIMUM

Fair and Continued Warm Forecast for Today; Mercury to Drop.

Mercury rose to 90 degrees yesterday, but with a cool breeze and the memory of Monday of last week, when it was 100 in the shade, Portland people paid little attention to the heat.

"Fair, with continued heat," was the prediction of the weather man for today, although he specified that today and tomorrow probably would be cooler than yesterday. After tomorrow a drop in temperature is expected.

PLANES TO DELIVER MAIL

Letters for Men of Pacific Fleet Reach San Diego.

SAN DIEGO, July 21.—Mail addressed to officers and men of the Pacific fleet, which left Hampton Roads Saturday for the Pacific is beginning to arrive here. Clerks at the local postoffice struggle to have several hundred sacks of mail stacked up before the fleet is here.

Some of the more important mail, it is expected, will be delivered to the fleet by seaplane some distance south of this port.

FAMILY IN WAGON DROWNS

Mother With Infant and Nine Children Swept Away in Stream.

SILVER CITY, N. M., July 21.—With her three-year-old infant clasped in her arms, Mrs. Candelaria Galvan, 36 years old, of Hurley, N. M., and nine children were drowned nine miles east of here late yesterday, when a wagon in which they were riding was swept away in a swollen stream.

Five of the children, whose ages ranged from two to 15 years, were those of Mrs. Galvan.

BELA KUN IN ISOLATION

Soviet Directorate Members Reported Negotiating With Allies.

COPENHAGEN, July 21.—Bela Kun, deposed head of the Hungarian soviet government, is held in isolation, according to unconfirmed reports to Vienna newspapers.

It was said members of the soviet directorate at Budapest who had assumed command were negotiating with the allies.

TEN FALL IN RACE RIOT AT CAPITAL

Negroes Fire on Service Men in Streets.

TROOPS ON PATROL IN CITY

Whites Take Revenge for Recent Attacks on Women.

2 KILLED, 2 MORE MAY DIE

Soldiers and Sailors Chase Blacks Wherever They Are Found and Civilians Join in Battles.

WASHINGTON, July 21.—Rioting between negroes and whites broke out late tonight in the national capital in retaliation for recent attacks by blacks on white women.

At midnight tonight the known casualty list in Washington's race war totaled ten, including two deaths and two men probably dying, while unconfirmed police reports place the number at a much greater figure. Of the dead one was a city detective, shot through the breast by a negro woman, who was firing indiscriminately from the upper story of her house.

Negroes Hold Troops at Bay.

The negroes, aged about 17 years, also was shot, but not fatally. In another part of the city a black, firing from a garage door, kept a provost guard of soldiers, sailors and marines at bay for several minutes, but finally was shot down.

Many clashes occurred between whites and blacks on street cars. One negro, attacked on the back end of a car, fired into the crowd following the car and wounded four persons, but finally was stopped by a city detective, who was reported to have sent seven bullets into the negro's body. Each of the four white men was only slightly wounded.

Civilians Take Up Fight.

The fighting at midnight has resolved largely to fighting between small groups and in one of these encounters a marine was reported to have been killed. Although service men had taken part in the early clashes, the most serious were those in which the mobs were made up of civilians.

Police stations late tonight were swamped with reports of clashes between mobs of whites, largely made up of soldiers, sailors and marines and negroes in many different sections of the city. One negro killed was struck over the head by a marine during one of the numerous fights on street cars.

Crowds which mowed up and down

(Concluded on Page 4, Column 2.)

GERMANY'S TRAITORS SAFEGUARDED HERE

DETAILS OF BETRAYAL OF HIGH COMMAND LEARNED.

Transport Agamemnon Brings Two Men Under Escort of American Soldiers.

WASHINGTON, July 21.—A story of the betrayal of the German high command through the efforts of the American military secret service and of the organization among German officers of a vendetta aimed at the lives of the traitors brought to light with the arrival of two German officers on the transport Agamemnon today of "two German officers of military intelligence, who were brought to this country on, D. C."

Information here, the two prisoners who landed from the Agamemnon under heavy escort, were German officers of high rank, occupying positions of responsibility under Von Hindenburg. Before the inauguration of the American offensive in 1918, operatives of the American military intelligence corps prevailed upon them through inducements which have not been divulged to deliver plans of the German general staff covering the proposed movements on the western front, probable lines of retreat, points at which stands would be made and other detailed information of inestimable value. With these plans before him, General Pershing was able to lay out his campaign with great freedom and it is believed that as a result he was able to cut the cost of the American advance practically in half.

The German officers later surrendered themselves to the American forces. Certain other former associates had become suspicious, however, and are believed to have banded together to mete out stern justice. Utmost precautions were taken even within the allied lines to protect the informers, but as officials believed that some of the traitors were still in the country, they were given for their transfer to this country.

Preparations for the moving of the prisoners were kept a close secret and it was only through the carelessness of some clerk that they were included in the roster of the Agamemnon when she left France.

The plan was to send the prisoners to some isolated army post where they might be given military protection for a time. Eventually, it is supposed, they would have been permitted to "escape" to some other country, there to begin their lives anew. Officials will not say whether this plan can be safely followed now.

The two German prisoners of war traveled as first-class passengers. Their identity was kept absolutely secret by army officers and government officials.

Although guarded night and day during the voyage by 15 soldiers under the command of Lieutenant Owen of the Fifth ammunition train, 5th division, the two prisoners were allowed considerable liberty. They were given the run of the first-class quarters on board ship and were allowed to converse with anyone they chose. The two men were dressed in blue civilian clothes and straw hats. They speak English fluently and almost without an accent.

CLEMENCY SOUGHT FOR U. S. FIGHTERS

Chamberlain Would Clear Records of Soldiers.

COURT-MARTIAL TOO SEVERE

Senator Charges Brutalities Under Name of Justice.

INQUISITION IS SURPASSED

Sentences Imposed Aggregate in Excess of 28,000 Years, With Final Cut to 6700 Years.

OREGONIAN NEWS BUREAU, Washington, July 21.—The Spanish inquisition was not a marker to some of the cruelties that have been practiced against these soldiers in France," said Senator Chamberlain today, in a speech in the senate in connection with the introduction of a bill to restore to the colors and grant amnesty to soldiers, sailors and marines who were convicted by court-martial in France and given severe sentences. He continued: "I call attention to these facts because I want the people to understand the terrors that have been inflicted on these young men, not only in the sentences imposed, but as well to the cruelties that have been perpetrated against them after they had been committed to prison."

Officers Held Brutal.

"I am glad to say that after they got back to America the severity was somewhat modified, but that cruelties have been imposed on these young men is shown by the fact that two, at least, of the officers responsible for these cruelties who have come back from France have been assaulted in the prison yard by the very men of whom they had charge. Wirz at Andersonville could not hold a candle to some of them."

"The stories which are coming to me, many of them verified, of the outrages being committed against young men through the instrumentality of court-martials, are so horrible that some legislation ought to be acted upon promptly to obtain relief. I may, a little later, put a part of these cases in the record."

"I am advised that the total of the sentences imposed by court-martial during the world war passed on American soldiers, was about 28,000 years. A clemency board has been appointed by the secretary of war, without any real authority except to make recommendations for reduction of sentences. This board had recommended a reduction of sentences which brings the total down to about 6700 years."

"The stigma is not removed by action

(Concluded on Page 2, Column 2.)

BRITISH WOMEN KISS FRENCH WAR LEADER

MARSHAL FOCH EMBARRASSED BY MANY ADMIRERS.

Remarkable Demonstration Held at Banquet Tendered Great Military Man in London.

(Copyright by the New York World. Published by Arrangement.) LONDON, July 21.—(Special Cable.)—Marshal Foch has touched the imagination of the English people. Following his great reception during the victory march, the marshal received a wonderful welcome at the Carleton hotel peace dinner.

Scarcely was the dinner ended when, as if by pre-conceived signal, every one of the beautifully gowned women in the room rose and flocked to the chair of the great marshal. For a moment Foch was embarrassed, and it called for all his gallantry to endure the onslaught of his admirers before he could escape. They were kissing his hand and face, and not until every woman had so testified her sentiments of personal gratitude was he allowed to sign the menu cards that were presented to him in quick succession. More than 400 signatures must today bear his treasured signature.

"Speech, speech, speech," cried 600 voices as Marshal Foch achieved the signing of the menu and, after repeated calls, he stood among the silent, expectant guests.

"I have only one word to say," came his clear, cool voice. "I offer thanks to our soldiers."

"Marshal Foch was asked by the Daily Sketch for a message to the British people, and replied: "You may say I am amazed and moved to the heart by the delirious welcome I have received from the English. I had always understood that the British were restrained and phlegmatic and less excitable than the French, but the welcome I have received is quite as warm to that given me by my own countrymen in the magnificent procession through Paris."

The marshal added: "My father was killed in the Franco-Prussian war and as I rode through the streets of Paris I could not help thinking of that other procession 50 years ago and of the disgrace of France when the Parisians, from behind their shuttered windows, surreptitiously watched the German legions marching through the city. And I thought 'He laughs best who laughs last.'"

BOY, 12, DROWNS IN SLOUGH

Companions See Lad Sink but Are Unable to Reach Him.

Norman Anderson, 12-year-old son of Mrs. Ida Anderson, of 1155 Fern street, was drowned late yesterday in the Columbia river slough at the foot of Twenty-fourth street while swimming with some companions.

It was reported that the lad could not swim well and went out beyond his depth and sank before assistance could be rendered by his companions. The body sank in shallow water and was recovered by City Grappler Brady of the harbor patrol late yesterday. The body was taken to the morgue.

NEW GERMAN POLICY URGED

Bernstorff Tells Democrats Old System Is Impossible.

BERLIN, July 20.—(By the Associated Press.)—Count Von Bernstorff, former German ambassador to the United States, speaking at a democratic party meeting today, said Germany must never forget that a world policy, such as was engineered before the war had become impossible.

"Whoever lives in Germany," Count Von Bernstorff said, "knows that we neither want, nor can we conduct war of revenge."

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BLAZING BALLOON IN CHICAGO KILLS TEN

Craft in Cruise Explodes and Falls Into Bank.

EMPLOYES LISTED AMONG DEAD

Passengers' Parachutes Fail but Pilot Lands Safely.

ACCIDENT CAUSE UNKNOWN

Tank Spreads Burning Gasoline in Building and Score Are Numbered Among Injured.

CHICAGO, July 21.—After cruising back and forth across Chicago's loop district for hours, a dirigible balloon bearing five persons exploded late this afternoon, the blazing wreckage crashing through the skylight of the Illinois Trust and Savings bank, in the center of the financial district.

Tonight the police freed the list of dead as the result of the accident at 10: more than a score were injured.

Three of the dead were passengers on the dirigible, the others were employees of the bank. The big gas bag, which had made two flights during the day, had started on a third flight, and was hovering over the lake near Grant park when the fire was discovered. The pilot directed the course of the balloon toward the business district, and when above the bank building the dirigible was suddenly enveloped in flames. A minute later it collapsed and fell through the skylight, the tank of the balloon exploding.

Thousands See Disaster.

Thousands of people saw the smoke and flames that enveloped the balloon, followed by three parachutes which dropped from the balloon. Two of the parachutes opened and the third dropped to the street.

The dirigible exploded and dropped on the roof of the bank building and the gas tank and parts of the steel frame of the dirigible crashed through the skylight into the bankroom, where the tank exploded. The fire which followed the explosion was extinguished, revealing seven bodies believed to be employees of the bank. The balloon carried four passengers, aside from the crew.

The airship was an experimental device, modeled after army craft and it had been planned to make a trip daily between an amusement park and Grant park.

Fire's Origin Unknown.

The following statement was given the police department by Jack Boettner, assistant pilot, who escaped by leaping from the balloon in a parachute:

"I have no idea how the ship caught fire. The two 80-horsepower motors had been working perfectly. Prior to the explosion we had made two successful cruises, not experiencing a bit of trouble."

"Just before she caught fire we were running smoothly. We had headed away from the lake, when I felt the ship buckle. I saw the flames leap from the side and yelled to the passengers to jump. They were all strapped in parachutes and obeyed immediately. I think the fact that all did not land safely was due to the speed with which the burning dirigible fell. My own parachute caught fire, and I managed to land safely. The others probably caught fire also, and fell when the blimp had been burned from the parachute."

Ship Experimental One.

Boettner said the ship was the smallest one built for experimental purposes by the Goodrich company. It was 162 feet long and had a capacity of 100,000 cubic feet of gas.

The experiments conducted here consisted of carrying freight of various kinds under the direction of government officers.

The list of dead follows: John Weaver, assistant mechanic, Akron, O.

Carl Otto, assistant mechanic, Akron, O.

James Carpenter, bank messenger, Marja Florence.

Edward A. Munzer.

Joseph Scanlan, bank messenger.

Evelyn Meyers, bank employe.

Earl H. Davisport, publicity man.

Two unidentified women.

All of the dead except Weaver and Otto were residents of Chicago.

Bag Up 2000 Feet.

The gas bag had attained a height of nearly 2000 feet when the fire, which crept slowly up the side of the dirigible, was discovered. An attempt was made to change the course of the blimp and it began to move slowly toward the downtown district.

Suddenly the balloon was enveloped in flames and when about 500 feet above the bank it collapsed and fell to the top of the building, crashing through the skylight. An explosion followed, in which the entire banking room was wrecked, members of the clerical force being thrown to the floor and to the side of the room by the force of the explosion.

One of the crew of the balloon, after giving orders to the passengers to jump, leaped from the balloon landing safely on the top of a nearby building. John Boettner, pilot, was taken into custody tonight and an investigation of this explosion was started.

