

OREGON'S ENGINEERS LAUDED FOR EFFORTS

Beaver State Fighters at Vesle
River Held Heroes.

MEN NOW AT CAMP MILLS

Major Growden of Portland Tells of
Accomplishments of Command
in Big Battles.

BY PEGGY CURTIS.
NEW YORK, July 30.—(Special)—How the 4th engineers spanned the Vesle river under bombardment and opened the way for the 7th and 8th brigades, infantry, to cross over to enemy territory and how Oregon men took part in this and other astonishing feats was told me today by Major James P. Growden of Portland and Sheridan.

"Our men stood up under the strain of battle and hardship wonderfully. They made an excellent showing. We have letters of commendation from the chief engineer of the American expeditionary force and our men received a large portion of the distinguished service medals. We have decorations from the Belgians and French," said Major Growden at Camp Mills, where the 4th engineers will be until they start west.

The Oregon men will go in a body to Camp Lewis. There are more than 100 Oregon men in the 4th engineers, commanded by Colonel Raymond A. Wheeler, who was with them when organized. The unit has lost 38 men in battle. These fell under fire, most of them being wounded while building roads or bridges or in other ways clearing the way for the infantry in the three major offensives and one defensive.

Vesle Work Takes Five Days.
The spanning of the Vesle river with bridges consumed five days and more than 25 bridges were made. Another notable feat of the regiment was the building of a road over Dead Man's (No. 20) on September 27. Major Growden said.

This most-shelled hill in the world was beaten to dust and gutted by shells of the Germans during 1918. "It was under fire during the night we prepared for a surprise attack. Eleven kilometers of road were built in 12 hours and three divisions passed over to battle," said the major. "The air was filled with shells and the artillery was pressing forward, but we continued with the building until it was complete."

Baker Man Is Leader.
"In the vicinity of Esnes company B, under Captain George E. Steel, Baker, Ore., took a notable part, advancing under the fire of machine guns and cutting wire entanglements and doing whatever engineering work was required. The five other companies followed the infantry and cleared a passage over what had been No Man's Land for four years."

"The 4th engineers, officers and men, are war weary and anxious for home. Recently they were in Germany and were ordered to make a good showing there to impress the Boche. This called for a long march and close adherence to regulations. For the absolute success of the effect they created the regiment was high commended by the allied and American chiefs."

The men are quartered at Camp Merritt in the same barracks that they occupied some 18 months ago. There Oregon representatives called on them last night and presented cards to the Oregon club and newspapers. The men will be on pass two days. Oregon men will be sent to Camp Lewis on Friday if present schedules are maintained.

Many Oregonians Listed.

The following is the Oregon personnel of the 4th engineers, who arrived on the United States ship Von Steuben: Headquarters—Major James P. Growden, Sheridan; Frank Williams, Portland; H. Johnson, Molokai; Edwin Reynolds, Willamette; Carl E. Turner, Columbia; Mike Tanner, Hillsdale; Christian Johnson, Portland; William H. Hastings, North Powder; William C. Kassemer, Jacksonville; Gilbert W. Wilcox, Union; Vern Schorger, Columbia; Ray E. Hoan, Ashland; Lawrence M. Kramer, Portland; George R. Paul, Portland; Earl H. Schorger, Columbia; J. J. Jones, Hillsdale; Medical detachment—Sergeant William V. Boynton, Pendleton; Milo T. Rhoad, Myrtle Point; Philip C. Smith, Eugene; Fred K. Kooka, Eugene; Peter P. Vandeinder, Fremont; Oliver H. Smith, Astoria; Chris. Halfway, Sergeant Cecil B. Walker, Portland.

Engineer train—Lieut. H. White, Salem; Eric W. Green, Clatsop; Eric N. Miller, Silverton; Charles E. Story, Portland; John R. The Dalles; Company E—Major Maurice J. Bolong, Baker; Ralph P. Neer, Turner; Jay D. Nulke, Portland; Joe Lowrey, Portland; Roy L. Billson, Salem; Leo R. Nash, Newberg; Joseph E. Ryan, Dundee; Salvador Hinoja, Portland; H. H. Hines, Columbia; Roy L. Cole, Turner; Lionel J. Bringham, Portland; George H. Hines, Columbia; Mike Tanner, Hillsdale; Christian Johnson, Portland; Henry C. Schorger, Columbia City.

Company B—Sergeant William R. Brownell, Portland; George Bartholomew, Gervais; John W. Franklyn, Portland; Eugene O. Hunsaker, Portland; George D. Foster, Cottage Grove; George W. Walker, Cottage Grove; George W. Williams, Enterprise; William L. Graham, Portland; Roy F. Carlson, Clifton; James E. Mills, Molokai; William L. Patten, Oakland; Carl W. Jones, Brookings; Roy P. Smith, Silverton; Vincent M. Hays, Portland; Louis Workman, Hayes; George B. Balke, Joseph; Joseph H. Ketter, Clatsop; D. Kelleher, Portland; Robert C. Alkinson, Eugene; Everett A. Nelson, Triun Valley; Walter A. Wood, Turner; M. Raddie, Hillsboro; Sergeant Cyrus E. Armstrong, Hillsboro; Sergeant Robert V. Henderson, Baker; Sergeant Floyd A. Radford, Bend; Sergeant Robert A. Waite, Portland; Howard C. Fisher, Portland; Eugene D. McVicker, Salem; John A. Plank, Macleay; Nolan H. Ross, Dixonville; Carl M. Severy, Eugene; James Criss, Mazama; Cecil W. Allen, Turner; Charles Laderoute, Gervais; Gilbert Smith, Jeddah; Scamler, L. Winnings, Lorain; Frank L. Mansfield, Mitchell; Robert S. Nelson, Sterling; Lester J. Redner, Portland; Ira C. Richardson, Jewett; City; Bernard F. Richter, Portland; Clarence Tolmish, Gresham.

Company F—Edward J. Lee, Elmira; Geo. E. Bennett, Baker; Glen A. Webster, Portland; William E. Dunsmuir, Tiller; Leon L. Winkler, Gervais; Carl P. W. Brunner, Portland; Willie B. Jones, Newberg; Joe Jones, Fresh Valley; Charles H. Ziegler, C. J. Jones, Hillsdale; William H. Hastings, Portland; C. Bal, Eugene; William H. Hastings, Jewett; Harold L. Kapper, Portland.

Company D—Lewis B. Crane, Portland; Virgil Howard, Springfield; Leroy B. McElroy, Forest; Lewis D. McAllister, Shaw; Clyde R. Myers, Redmond; Hagin Wilson, Turner; Joseph Wilson, Oregon City; Arthur W. Ryan, Portland; James L. Warner, Dundee; Roland F. King, Riddle; Ernest Hasmussen, Portland; Hans Sverdrup, Portland; Vito L. Nakh, Newberg; Walter B. Nagel, Newberg; W. C. Kelso, Harrisburg; Floyd Cook, Hermiston; William H. Hunsaker, Portland; O. M. Munnick, Central Point; C. Sullivan, Portland; Robert B. Graham, Portland; Francis J. Dunsmuir, Tiller; Leon L. Winkler, Gervais; Earl R. Peterson, Independence; Sydney O. Scholman, Roseburg; Leo L. Eaters, Joseph; J. W. Hunswood, Joseph; James E. Sumner, Unity; Roy W. Turner, Portland; Antoni Petersen, Portland; Everett C. Chamberlain, Bend; Lester V. Hall, Lebanon; Jesse B. Edington, Albany.

Casuals for orders also aboard the Von

Steuben were: Sergeant Albert Kiera, Portland; Corporal Robert Growden, Portland; Breast casual company 2741—Paul M. Blacher, Aurora; Sergeant John F. T. Kirtup, Portland.

On the United States steamship Zeppelin were: Headquarters company, 4th field artillery—Emmett S. Johnson, Ontario; medical detachment, 4th field artillery—Lieutenant E. J. Gamble, Portland; battery B, 4th field artillery—Lieutenant W. C. Benson, Redmond; Casuals—Lieutenant Lewis S. H. Hunsaker, Portland; Lieutenant Harry A. Burton, Portland; Lieutenant Charles V. Prim, Portland; Lieutenant Walter Huntington, The Dalles; Lieutenant Harold R. Adams, Myrtle Point; Lieutenant John Thompson, Macleay; Lieutenant Noble W. White, Cottage Grove; Captain George C. Gaunt, Portland; Major Shirley Beck, Milwaukee.

On the United States steamship Tiger were: Motor transport company 211—Walter C. Whitely, Portland; Breast casual company 2746—Sergeant Bert C. Ledford, Hood River.

FOCH IS BRITISH MARSHAL
King George Confers High Rank on Allied Generalissimo.

LONDON, July 30.—King George received Marshal Foch today at Buckingham palace and conferred upon him the rank of field marshal of the British army.

Marshal Foch later was escorted to the Guildhall, where he was given the freedom of the city and presented with a sword of honor similar to that given the United States commander-in-chief at luncheon in the Mansion House.

TROOPS GUARDING CHICAGO

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zens, the negro district was comparatively free from violence today. But the danger there was known to the police, who, whenever possible, refused to allow whites to enter the zone.

A white insurance collector was shot by a negro in the district this afternoon and died in a hospital.

In outside districts, and even downtown, whites shot, beat or pursued negroes at frequent intervals. The numbers involved, however, were in most cases small.

A second attempt by rioting whites to burn a negro home was successful today, when a two-story frame house in Englewood, far south of the main black belt, was burned to the ground.

None of the several families of negroes who lived in the building was injured.

Inquest Under Guard.

When the inquest which is to determine the responsibility for the deaths in the rioting convenes it will be in a courtroom under heavy guard. All witnesses will be searched for weapons.

The slightest cause might lead to trouble, said the coroner, and the number of spectators will be limited to the fewest possible.

The jury has been impaneled and as deaths are reported will hear the bodies and take preliminary steps in the inquiry. No definite date has been set for the inquest.

Special attention to the legal aspects of the race war situation was paid by State's Attorney Hoyne, who assigned several assistants to the work of gathering evidence.

Politicians to Feel Probe.

The prosecutor also called upon the police department to preserve the names of witnesses to the rioting. Hoyne indicated that his activities might go outside of investigation of actual disorder.

"I have heard," he said, "that through the influence of politicians and aidmen some of the persons arrested for rioting have been turned out as soon as they were taken to the police station. I shall also investigate this."

Forty negroes arrested for complicity in race riots were arraigned in the municipal court today. Ray, Willis Thompson, a negro clergyman, charged with carrying concealed weapons, was fined \$10 and his revolver confiscated.

One negro was fined \$200 and four others were fined \$100 each on similar charges. The other defendants demanded jury trials.

Hidden Blacks Attacked.

Five negro employees of the Booth Fisheries, seeking to go unobserved to their homes, were hidden by the police beneath a taxicab in an open truck.

A crowd of white men, seeing the taxicab move, fired several shots at the truck. None struck the negroes.

One man was killed and a woman and a man were seriously injured by a speeding automobile, whose driver, the police believed, was fearful of an attack by race rioters. The driver was arrested.

Mexicans Are Attacked.

No funerals for negro victims of the riots have been held. Negro undertakers are afraid to go to the city hall to obtain burial permits, city officials said today. The authorities believe that funerals would serve to aggravate the situation.

Bolsheviks Not in Rioting

Attorney-General Says Race Wars Not Due to Propaganda.

WASHINGTON, July 30.—Recent race troubles in Washington, Chicago and other cities were due solely to local conditions, and were not inspired by bolshevik or other radical propaganda, in the opinion of Attorney-General Palmer.

Palmer said the reports to the department of justice had not shown any reason why the department should take a hand in the disorders.

"We have evidence of some bolshevik propaganda among negroes in the south," Mr. Palmer said. "Considerable literature has been sent and great quantities of literature distributed, but to no effect."

BLOOMINGTON HAS TROUBLE

Blacks Attack Woman's Home, but Are Driven Off by Police.

BLOOMINGTON, Ill., July 30.—Twenty negroes attacked Mrs. Kate Cecil, white, at her home in Normal this morning after she had chased some negro children from her yard.

The negroes are said to have become incensed because she called the children "niggers." Police and white citizens joined and quelled the disturbance.

Dayton Blacks in Fear.

DAYTON, O., July 30.—Representatives of a negro welfare league appealed to the city commission today for protection to the negro race in Dayton. Recent race disturbances have occurred at two parks, in which several hundred persons took part. Prompt action is being taken by the city.

Phone your want ads to The Oregonian. Phone Main 7070, A 6095.

WITNESSES TELL OF AIRPLANE BONFIRE

100 Good Machines Burned on
Orders, Congress Hears.

LOSS PUT AT \$1,000,000

Photographs of Blaze in France Are
Promised From Soldiers Who
Outwitted Guards.

NEW YORK, July 30.—A "million dollar fire" in which 100 or more serviceable airplanes were destroyed by order of American army officers, was described by several witnesses who appeared today before the house subcommittee which is investigating cruelties to prisoners and other alleged army irregularities.

The destruction of the airplanes took place at Colombes les Belles, near Toul, and details of the fire were supplied by several non-commissioned officers and men of the air service who were in the French village at the time. None of the witnesses could give any reason for the bonfire or tell under whose orders it had been conducted.

Representative Johnson of South Dakota announced that a cable message from General Pershing to General March, chief-of-staff, denying that any destruction had taken place, would be read into the record.

The cable message was not available until after the hearing had closed, and then proved to be merely a denial of a reported burning of automobiles and damage to other war material at St. Nazaire.

The investigation into the airplane fire closed the hearings of the subcommittee in the United States. The inquiry will be continued in France next month.

Paul L. Lockwood of Stamford, Conn., formerly a lieutenant of aviation, testified that upon returning to America he met a number of his colleagues in Gardes City, who told him the planes had been damaged and then burned. The engines were chopped out, the witness said his informers told him, only the gas tanks and radiators being saved. The planes then were thrown into a pile and burned.

While the fire was in progress armed guards patrolled the vicinity to prevent photographs being taken, according to the witness, who estimated that the salvaged parts were worth about "15 cents each. Some of the engines, he had been told, had been flown only 20 minutes.

Alfred T. Rorer, who was a first sergeant, said that while he was at Colombes les Belles in May he received orders to detail from 50 to 75 men for this work of destruction. When he left the camp to return home, he said, the work of destruction was still going on, and he saw the ruins of a number of planes.

The only witness examined who actually saw the fire was John C. McKague, an enlisted man in the air service. He testified that most of the machines destroyed belonged to "outfits" leaving France for home. They had been inspected and some were marked for salvaging and others were not, but, he said, all were burned.

McKague put the total number of planes destroyed at 115 and said the conflagration was commonly referred to by the soldiers as "the \$1,000,000 fire." The witness said certain soldiers took snap shots of the fire. He promised to get them for the committee.

Lieutenant Lockwood, recalled to tell about air-service conditions at the front prior to the armistice, said they were very poor as regards equipment, especially during the Meuse-Argonne campaign. At one time, he said, 40 American pilots were kept on the ground because of lack of machines and as a result the German airmen came over the American lines in great numbers. Conditions in the St. Mihiel sector were better, the witness said, the Americans having superiority in the air there.

LIVING COSTS PROTESTED

(Continued From First Page.)

of unrest exists among all classes, especially among wage-earners, whose wages will be lower than before the war, food, shelter and raiment for themselves and families."

Taken by the government, the statement read to the president by Mr. Stone, and which also was addressed to members of the cabinet, said:

"Should this not be considered feasible, we will be forced to urge that those whom we represent be granted an increase in wages to meet the deterioration of the purchasing power of the dollar, be that what it may, which be finally determined by competent authority."

"This action may be unique and it may be properly termed a pioneer movement in the history of labor organizations in seeking an audience with the chief executive of our country."

and, in a manner, suggesting to him the convening of the members of his cabinet, or that portion that may be quickly assembled. However, the result sought seems to us to justify the means and should our efforts in this direction completely fail, then we will be forced to request for those whom we represent the granting of an increase in wages to enable them to live according to the American standard."

"We invite your attention to the fact that approximately 77 per cent of the locomotive engineers are American-born citizens, and it may be safely stated that the remaining per cent are naturalized citizens, and they have, of course, a great interest in not only their own welfare but in the welfare of all the people, and they are not unmindful of your past efforts in behalf of the people. Yet, we find ourselves today earning less money than we did prior to the war. This can be demonstrated by simply taking as an illustration a daily wage of \$5 prior to the war, which at that time was worth 500 cents and today it is worth, judging from competent authority, only \$2.15."

"So, while it may be stated that we have had a substantial increase in compensation, when considering the dollar only as a medium of exchange, our income has been substantially decreased when compared with pre-war prices."

"The Brotherhood of Locomotive Engineers appreciate the fact that all wages are being increased and that constant demands are flowing to the employers, and we must, of necessity, be mindful of the interests of our craft, but we do not believe that increasing the compensation, accompanied by a greater increase in the cost of commodities of life, will produce lasting benefits to our craft or to the American citizen in general."

"We trust that you may find it consistent to give us in near future, something definite as to what we may expect that will aid in guiding us as to our future actions, hoping that you appreciate the spirit that has prompted this action on our part."

The Meier & Frank Company

Directs to All Who Contemplate
the Purchase of Furs This

Important Advance Notice:

Beginning Next Monday August 4th

We Shall Hold in our Fur Salon on the Fourth Floor an

Exposition and Sale of Furs

Featuring Portland's Greatest Assortments of New Dependable Quality
Furs—Pelts and Style That Will Enjoy Highest Vogue for Fall and Winter

We Invite Comparison of Our Prices

See Our Ads in
Next Sunday's
Papers



See Our Ads in
Next Sunday's
Papers

Notice to Subscribers

Under authority of the Postmaster General, on account of recent increases in wages to employees, totaling for the State of Oregon upwards of \$225,000.00 and for the City of Portland \$152,000.00, certain changes in exchange rates have been approved and made effective July 29, 1919, for the State of Oregon.

The changes in rates apply particularly to residence service, changes having been made in the principal business rates May 1, 1919.

All new business taken on and after July 29th will be at the new rates and bills to present subscribers for the month of August will be rendered at the new rates.

The increased rates will yield an annual revenue upward of \$250,000.00, but as the increase in wages is upwards of \$225,000.00, of which increase \$152,000.00 goes to the City of Portland, the net return to the Company under the rates now made effective is approximately 2½ per cent on the valuation of its property at \$13,464,000.00, as found by the Public Service Commission.

The new schedule of rates is identical with the one approved by the Postmaster-General for the State of Washington, which has been in effect since March 1, 1919.

The rates are the same in both states for exchanges that are comparable and the rates for Portland are the same as for Seattle.

We believe that no proof as to the advanced cost of living and the general high costs prevailing for labor and materials is necessary and that the telephone-using public will accept this increase in rates in the same spirit of fairness and consideration as it has the advances in almost every other necessity in these unusual times.

The Pacific Telephone & Telegraph Co.

