

RESERVE OFFICERS' CAMP COMPLETE

Cadets Command Regiment in Final Review.

STUDENTS' WORK PRAISED

Corps Members Highly Commended for Showing During Six Weeks Training Period.

PRESIDIO OF SAN FRANCISCO, Cal., Aug. 1.—(Special.)—The closing review for this afternoon by Brigadier-General McDonald, commander of the main post here, formed the concluding exercises of the six weeks' summer camp for members of the reserve officers' training corps. Two battalions were formed and reviewed by the general, the regiment being entirely commanded by cadets acting as officers.

Company H, commanded by Captain Evan K. Meredith, and composed of senior advanced course students from several western colleges, was broken up and the men used as officers for the rest of the regiment. Cecil B. Jamieson, student of University of Washington, was cadet colonel of the regiment, and the next ranking position was filled by Eugene L. Freeland, Oregon Agricultural college, who was lieutenant-colonel. Earl A. Hutchings, Oregon Agricultural college, was chosen as major of the first battalion and Arthur H. Thompson, University of Idaho, major of the second battalion. Edwin J. Franson, Washington State college, acted as regimental adjutant and Clayton E. Puddle, Military Institute, and Robert H. Watt, Oregon Agricultural college, as battalion adjutants.

Oregon Men Command.
Fred M. Cross, University of California; Louis B. Rapp, New Mexico Military Institute; Robert A. McClanahan, Oregon Agricultural college; Allan W. McComb, Oregon Agricultural college; H. W. Staples, University of Idaho; Marion A. McCart, Oregon Agricultural college; and Glenn H. Wilson, University of Washington, were captains of the seven companies for the day.

AMERICAN STORES SOLD

LAST OF BILLION DOLLARS' WORTH OF SUPPLIES IN SIGHT.

Major-General J. C. Biddle Expects to Close Out Quartermasters' Department in England by Aug. 1.

LONDON.—(Correspondence of the Associated Press.)—The last of the billion dollars' worth of stores purchased by the American army in England will have been disposed of on August 1 in the opinion of Major-General J. C. Biddle. The American army headquarters were closed June 15 and only a small contingent of the quartermaster's department remained to cooperate with the liquidation commission in adjusting a few remaining contracts and selling supplies. Consequently by August the army will cease to have a war interest in England.

WOMEN DEBATE EXCITING

ADMISSION TO PRIESTHOOD IS DECLARED REVOLUTIONARY.

Miss Maude Royden, Leader of Movement, Quotes New Testament in Support of Her Contentions.

LONDON.—(Correspondence of the Associated Press.)—Excitement attended a debate in a public meeting held the other day in Church house, Westminster, the headquarters of the Church of England, over the question whether women should be admitted to the priesthood. The principal debaters were Miss Maude Royden, a leader of the movement here for women clergy, and

WOULD HAVE TO GASP FOR BREATH

Mrs. Francis Suffered After Every Meal—Is Grateful to Tanlac.

"Thanks to Tanlac, I am a well woman again after years of suffering," said Mrs. Lucia Francis of 6237 41st ave. Southwest, Wash., recently. Mrs. Francis has lived in Seattle for the past 20 years. "For years I suffered terribly with stomach trouble and rheumatism," continued Mrs. Francis. "It seemed like everything I ate fermented in my stomach and kept me in misery, until I finally got to where I had to practically give up eating anything solid and lived mostly on boiled milk and toast, but even the little I did eat just seemed to lie in my stomach without digesting and the pain I endured at times was something awful. I often bloated up terribly with gas and my heart would palpitate so at times I simply gasped for breath. My kidneys were also in bad condition and I suffered constantly with such a terrible pain in my back and sides that I can't begin to describe it. I was awfully nervous, too, and didn't know what a good night's sleep was and sometimes I almost dreaded to go to bed, because I just knew from the pain I was in that I would simply lie there and suffer. I also had rheumatism in my arms, shoulders and knees so badly I could hardly drag myself around and for weeks at a time I wasn't able to do a bit of my housework. I was so stiff and ached so much sometimes I actually couldn't stoop over to pick anything up and many a time when I tried to raise my arms to comb my hair I would almost cry with the pain.

"I tried all kinds of things to get some relief, but nothing I did or took seemed to help me a particle and then I decided to try Tanlac, because I had read so much about it, and it has certainly done a lot for me. My stomach is in such good condition now I can eat just anything and everything I want and enjoy every mouthful, too, and I am never troubled a particle with pain in my stomach or bloating or gas. Every bit of the pain in my back and sides is gone and when I go to bed now I fall asleep before I know it, and when I get up in the morning I feel rested and refreshed and ready for my housework and also ready for my breakfast, and it is no boiled milk breakfast, either, but a good substantial meal. The rheumatism has left my arms, shoulders and knees and I can use my limbs as freely as I ever could. I just feel so fine in every way that I am more than thankful I am able to make this statement and certainly hope it will be the means of helping others to find relief from their trouble."

Tanlac is sold in Portland by the Owl Drug Co.—Adv.

Rev. A. G. Magee, a staunch opponent of the scheme, said that the churchmen joined with laymen and women in hissing, booing and cheering according to the side they took.

"I admit women to the priesthood," Rev. Mr. Magee declared, "would be a revolution, not an evolution. They cannot have a revolution of that character until the whole church has set its seal upon it and God has approved of it."

Hissing and cries of "shame!" greeted his discussion of the moral relationships likely to rise between men and women in the church if the latter were admitted. "You cannot get away from the sex question," he said. "We are made as we are, and that fact remains."

Amid applause from his friends he said he believed the granting of the priesthood to women "would make her false to her master and false to her sex."

"Women," argued Miss Royden, "desire women as priests, and their admission to the priesthood would make it much easier for women not to get help from the church."

After quoting the New Testament to show that the commission of the priesthood was given to men and not to women, she said that the "priesthood room" at Jerusalem, she continued:

"The head of the Church of England has not always been a man. Queen Elizabeth I. and Queen Victoria were all supreme heads of the church."

"No," "No!" showed many voices. "I am sorry if you don't like it," Miss Royden told the protesting element, "but it is so."

She went on to affirm that the fundamental difference between men and women were not a bar to women's entry into the priesthood. "Women," she said, "desire to be priests, and I believe to the ideal laid down by Christ. He laid down nothing and suggested nothing that divided men and women in the church. No vote was taken on the subject."

STONES BRING HIGH PRICES
Buyers Unable to Fill Demands in United States.

NEW YORK.—Diamonds, pearls and other precious stones are selling in the foreign markets at prices ranging from 50 to 100 per cent above domestic quotations, according to importers, just back from abroad. There is a shortage of all kinds of precious stones in London, Paris, Amsterdam and Antwerp, it is said, and because they pass through many hands before reaching the final purchaser, prices become excessive. Many American buyers hesitate about meeting the prices asked by the foreign dealers and consequently are returning home almost empty handed.

It is almost impossible to obtain genuine pearls either in London or Paris, the main markets, because of the embargo on their shipment established by the India government. During the war the Indian pearl fishers were inactive and it is not believed that a stock of any large size has been accumulated. American manufacturers of pearl jewelry are reported to be hard pressed for supplies.

Because of the marked shortage of labor, the colored stone cutters in Paris have little merchandise to offer to American buyers. Wages in this industry are said to have made a startling advance since the war, which is forcefully emphasized, say the importers, by the prices asked for cut stones. German interests continue to be heavy purchasers of diamonds in the Amsterdam market, but importers here say that individuals rather than German traders are doing the buying and that for this reason few precious stones now held in Germany will find their way to the United States when business relations are again established between the two countries.

SHOES CHEAPER IN 1920
"Prosperity of Public" One Reason for High Prices Now.

BOSTON, Aug. 1.—Shoes sold next spring will bring even higher prices than those now prevailing, but relief may be expected late in 1920, according to a statement issued by the National Boot and Shoe Manufacturers' association.

The cause of high prices was said to be the depletion of stocks under wartime conditions, the prosperity of the public and European buying.

Phone your want ads to The Oregonian. Phone main 7070. A. 6092.

A STATEMENT TO THE PUBLIC

The undersigned jewelers, who are affected by the present strike of watchmakers and manufacturing jewelry workers, desire to make this statement of plain facts to the purchasing public:

That the present issue is not one of wages or hours. The point of controversy is the "closed shop."

That the attack at this time is unfairly concentrated upon one store. All of the undersigned desire it known that they, too, have been listed as "unfair" toward organized labor.

The undersigned believe that ability and integrity of employes of jewelry stores and shops is of more importance and a more substantial basis for compensation than the standing in the union.

It is conceded detrimental to the interests of both the buying public and the jewelry store if employes of this class of business were selected and their actions governed by an official or officials of the union.

The jewelers of Portland are not in any way antagonistic toward organized labor. They reserve the right to conduct their own business, believing it to be of greater benefit to all concerned than otherwise. (Signed)

- L. ARONSON, Washington and Broadway
- JAEGER BROS., 131-133 Sixth Street
- A. & C. FELDENHEIMER, Washington and Park
- G. HEITKEMPER CO., 130 Fifth Street
- F. FRIEDLANDER CO., 310 Washington Street
- L. C. HENRICHSEN CO., 386 Washington
- FELIX BLOCH, 334 Washington
- H. J. ALSTOCK, 351 Morrison
- T. GROSSMAN, 149 Third Street
- BUTTERFIELD BROS., Mohawk Building
- DAN MARX & CO., 283 Washington St.
- M. JACOBY, 326 Washington Street

PACIFIC FLEET WELCOME

COMING HAILED WITH PLEASURE THROUGHOUT COAST.

Approximately 200 Vessels of All Sizes Will Have Personnel of Probably 25,000 Men.

SAN FRANCISCO.—The coming of the Pacific fleet is hailed with pleasure throughout the coast as the harbinger of many changes, economic and otherwise. The decision of the United States navy department to maintain two equal fleets means that approximately 200 vessels of all sizes will compose the Pacific fleet, with a personnel of 25,000 men.

While no accurate figures are obtainable, it is pointed out that the money spent at Pacific ports for the maintenance of these ships and men will amount to millions a week, and the resultant return to the various industries which will contribute to this maintenance will be no inconsiderable sum. Scarcely any kind of a selling concern will be overlooked, from the coal yard to the fruiter.

NEW SHIP LINE PLANNED

RELATIONS WITH SOUTH AMERICA TO BE PROMOTED.

Service, With Frequent Sailings, to Be Inaugurated by Trip of Business Men Nov. 1.

WASHINGTON.—With practically all of her former trade with South America transferred to the United States, Germany must now submit to seeing this trade maintained and promoted with former German steamships. The first fast through passenger steamship service from the United States to Buenos Ayres and Rio de Janeiro, Chairman Hurley, of the shipping board, told the Pan-American conference here today, would be established under the American flag with former German steamships, beginning November 1 next. The Mount Vernon, the Von Steuben and the Agamemnon, with a speed of 23 knots an hour, are to take up this trade, making the Brazilian capital in ten days from New York and Buenos Ayres in 14 days. This will be the service of the future, as compared with 24 days in the past to Rio.

But this is not all. Fourteen combined passenger and cargo steamers that will provide comforts and luxuries for the South American traveler, hitherto unknown, are now building and will supply service to both the east and west coasts of South America. "Contemplated lines," Mr. Hurley said, "call for at least two lines from New York to serve the West Indian trades, one of them covering the east-

PACIFIC FLEET WELCOME

ern Caribbean and the other the western Caribbean, with canal connections at Colon. To serve the swelling commerce of the west coast a line will be maintained connecting Valparaiso and the other western ports with Mobile or New Orleans. We have today a passenger service from New York to Valparaiso which is nine days shorter than existed one year ago. As soon as the army returns our American transports we will have weekly service from New York to Valparaiso on fine passenger lines through the Panama canal.

"Good liner service between Valparaiso and Seattle, with calls at all the important Pacific ports, and also between San Francisco and New York, will be assured, and American lines already established in this field will be supplemented when required. Finally and most important, there will be a line from New York to the ports of Brazil and the River Plate. Modern ships of the passenger cargo type, operated over these lines will connect the great centers of trade, and to them will flow commerce from many intermediate points.

A very important benefit from the improvement of shipping conditions with South America will be in the mail service. Poor mail facilities have, in the past, proved a serious handicap in the way of increased trade relations between the United States and Latin America. It is hoped that our congress will change the laws governing the carriage of mails so that practically every ship capable of making more than 12 knots an hour and clearing for South American ports will carry mail. By using both passenger and cargo lines, it will thus be possible to have mail service three or four times a week.

"The parcel post will show an improvement commensurate with that of the mail services. Goods suitable for light packing can be ordered by catalogue and delivered in a South American country just as packages are now delivered in this country by mail order houses."

Mr. Hurley said it was planned to celebrate the inauguration of the new service by taking a party of about 700 government officials and business men on the first trip, which will be made by the Mount Vernon, starting from New York November 1.

"The impetus which the war gave to shipbuilding in this country bids fair to bring that maritime development that will enable this country to keep in touch with the rest of the world by numerous and more direct shipping lines," he said. "The benefit of frequent direct steamship service is not better illustrated than by the growth of the parcel post between the United States and such of our Latin American neighbors as enjoy rapid and frequent communication between their ports and the United States. Take the case of Mexico, with its direct land communication and the excellent service to its eastern and western ports. According to the latest figures the United States is sending to that country yearly 127,473 parcels, weighing in the aggregate 841,152 pounds. This far surpasses the parcel post exports to any other country on this hemisphere."

Engineering problems as they pertain to the further development of the resources of Latin America will be discussed at tomorrow's session of the conference, following a presentation of financial and credit topics by Charles M. Schwab and P. A. Vanderlip. Transportation by rail, waterways as well as highways, will be discussed, and also irrigation and sanitation. Percival Farquhar, who for years has been identified with the largest trunk line systems of Brazil and the Argentine, will present the topic of rail lines as they exist and the necessity for the further building of lines into the rich mineral and agricultural sections of the various countries. Senor Alberto de Hoyos, manager of the constitutional railways of Mexico, will

LEATHER DEMAND IS GREAT

Foreign Buying Said to Surpass All Previous Years.

NEW YORK.—Receipt of heavy orders for the export of sole leather of all grades has resulted in an increase of 5 cents a pound being made in the price of good oak bend grade during the last few days. Tanners of this leather declare that the buying for export is tremendous and is much beyond that of any other time. In some quarters this activity on the part of foreign purchasers is said to be due to speculative tendencies abroad.

Scandinavia has been placing large orders here for leather of all kinds during the last few months. The supplies now controlled by Sweden, Denmark and Norway are said to be far in excess of what is needed for normal use in those countries and tanners here believe that this stock is being accumulated abroad in anticipation of a big business with Germany when conditions permit.

For some weeks past sole leather has been gradually advancing in price on the local market, following a long period of inactivity. With a continu-

BATTLESHIP CONTRACT LET

New Vessel for Navy to Be of 45,000 Tons Displacement.

WASHINGTON, Aug. 1.—Secretary Daniels announced today just before leaving for the Pacific coast that a contract for the construction of battleship No. 34, to be named the Massachusetts, has been awarded to the Fore River Shipbuilding corporation, Quincy, Mass. The ship, which was the last of the authorized battleships to be contracted for, will be of 43,200 tons displacement.



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