

DANIELS ANNOUNCES VISIT TO PORTLAND

Navy Secretary to Bring Part of Fleet to City.

BASE SITES WILL BE SEEN

President May Attend Review of Big Ships at San Francisco

ABOARD U. S. S. NEW YORK, En Route to Honolulu, Aug. 20.—(By the Associated Press.)—Secretary of the Navy Daniels, en route from Los Angeles to Hawaii to open officially the great Peary Harbor drydock and inspect island harbors announced definitely he would visit Astoria and Portland as a part of the Pacific fleet directly after the fleet completes its San Francisco stay.

Secretary Daniels expressed a desire for the fleet to visit the Canadian cities if time will permit. It was considered a certainty aboard that the fleet would visit these ports later if the secretary could not accept the invitation to do so. The perusal of Hawaiian literature is occupying much of the secretary's time. While much of this study deals with facts, he is not overlooking the romantic side. He has read an entire volume dealing with the folk lore of the island natives.

Columbia Mouth to Be Visited. Upon his return to San Francisco the secretary will visit the Columbia river, recommended on San Francisco as possible sites for a great naval base. He also will spend a day at the Mare Island navy yard. At Astoria, if possible, he will visit proposed sites for a contemplated naval base to be located near the mouth of the Columbia river.

SAN FRANCISCO, Aug. 20.—Secretary of the Navy Daniels will review the Pacific fleet at San Francisco September 2, he advised headquarters of the 12th naval district here today. The wireless message sent from the battleship New York, en route to Honolulu, T. H. indicated the president might also be here September 1, it was announced.

The secretary's rollgram was timed 2:50 o'clock P. M. August 19, and was the latest advice naval headquarters here had today as to plans for the fleet's arrival. In accordance with Secretary Daniels' directions, invitations to a review were telegraphed today to the governors of California, Nevada, Idaho, Washington, Oregon, Utah, Wyoming, Colorado, Arizona and New Mexico.

Fleet to Arrive September 1. Naval officers here expect the vessels of the fleet to begin passing in the Golden Gate at about 11 o'clock on the morning of September 1.

HONOLULU, Aug. 20.—The four destroyers which were assigned here to accompany the New York, carrying Secretary of the Navy Daniels to Honolulu, arrived here early today. It was the first trip of destroyers from the mainland to Honolulu under their own power.

Secretary Daniels is due to arrive tomorrow. The destroyers had been ordered to proceed ahead to give them opportunity to meet a mail boat leaving the islands for the mainland and also to give the officers and crews a rest from the rolling and tossing of a long trip.

SANTA BARBARA, Cal., Aug. 20.—Formalities incident to the arrival here of the Pacific fleet ended today when Admiral Hugh Rodman, commander-in-chief, returned the call of welcome made yesterday aboard his flagship, the New Mexico, by Santa Barbara city officials and members of the reception committee.

Big Reviews For Puget Sound. Secretary of the Navy Daniels desires as large a review of the Pacific fleet at Seattle and Tacoma as San Francisco, according to a wireless he sent from the U. S. S. New York on which he is going to Honolulu, to Admiral Hugh Rodman here, where the flagship New Mexico and 19 other vessels of the armada are anchored. The wireless was made public today. It follows:

"Arrange for as many and as large ships as you deem wise to go to Astoria and Portland. They should leave San Francisco so as to reach Astoria by September 7. I suppose you will have larger ships at Astoria than at Portland. Report names of ships you will designate for this purpose.

"Arrange for all the fleet to go to Puget sound, as I wish as large a review at Seattle and Tacoma as we have at San Francisco.

"Arrange for me and my party to go aboard the Oregon at San Francisco and be with the president for the review on the morning of September 2."

Captain N. C. Twining, chief of staff, has begun arranging the itinerary of the fleet north of San Francisco.

Target rafts, it was announced here today, are being towed from the Atlantic to the Pacific for use of the new western fleet in the practice scheduled for southern California waters after the trip to Puget sound.

JOSEPHUS DANIELS GOES IN NAVY

Young Apprentice Is "Fussed" When He Meets Namesake Secretary.

ABOARD U. S. S. NEW YORK, En Route to Honolulu, Aug. 14.—(Delayed.)—(By the Associated Press.)—Josephus Daniels, 17-year-old apprentice seaman was the center of interest today aboard the dreadnought New York, en route to Honolulu. He was called from his obscurity because he met his namesake, Josephus Daniels, secretary of the navy. In company with naval officers, he was photographed by motion picture men, and was interviewed for the first time by newspaper correspondents.

"Hello, Josephus: I am glad to see you," was the secretary's greeting. Young Josephus did not answer. He bashfully looked at the ceiling. He

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furnishings and the deck, but avoided the secretary's eyes. The secretary put an arm around the boy's shoulder, and still more embarrassed the apprentice. He kicked one foot against the other, which is contrary to naval regulations. He should have stood rigidly at attention. He said he was born at Painville, Ky., and until he enlisted in the navy he never had been away from the foothills of the Cumberland mountains. On the trip Secretary Daniels has been showing particular interest in war-risk insurance. He asked young Daniels how much he carried, and the seaman answered that he had a \$10,000 policy, which was made out in his mother's name. The secretary beamed his approval.

HISTORIC FLAG WILL FLOAT

General Fremont's Standard to Be Raised at Monterey.

MONTEREY, Cal., Aug. 20.—The famous old American flag that General Fremont hoisted over the San Francisco customs house years ago will be flung to the breeze above the historic custom house here during the visit of the Pacific fleet. The flag is owned by Mrs. Manuel Wolter of Monterey, mother of Harry Wolter, outfielder for the Sacramento Pacific Coast league baseball team.

GERMAN OFFICIAL ACCUSED

MILITARY GOVERNOR AT LILLE MAY FACE MURDER CHARGE.

Former Quartermaster Said to Have Been Responsible for Deporting of French Girls.

LILLE, France, Aug. 19.—(French Wireless Service.)—Evidence adduced before the French military court inquiring into crimes committed by the Germans during the occupation indicates that a charge of murder may be brought against Von Heinrich, a former military governor of Lille.

Madame Jacques and Mme. Martens, widows of men shot by the Germans, testified that the death sentence of death had been passed on their husbands. Von Heinrich authorized their lawyers to appeal to the German emperor. While the appeal was being made Von Heinrich, it was declared, ordered that the men be executed and they were shot 24 hours later.

The court also has heard evidence against Von Heinrich, former quartermaster at Charleville. It has been testified that he was responsible for the deportation of girls from Lille in 1915. General von Graevenitz, governor of Lille at the time, it was declared, held him responsible for the order of deportation.

Henverhuy, a resident of Paves, near Lille, told the court that his 19-year-old son was killed with a bayonet by a German soldier on order of Heinrich. Heinrich, a doctor, testified further that the captain, the German governor of Lille and the German governor of Roubaix were responsible for the torturing of French youths in German work camps. The court also is inquiring into the case of Lieutenant Boyael, von Gymnitz, charged with the attempted murder of Abbe Hallinck of Marquene-Baroeul. It is declared that the officer while drunk stabbed the priest, in whose house he was living. Afterward he smashed the furniture and stole some money.

GRAVES ABROAD FAVORED

PERSHING WOULD LET HEROES LIE WHERE THEY FELL.

Soldiers Would Wish This, General Believes—Perpetual Reminder of American Ideals.

WASHINGTON, Aug. 20.—General Pershing, in a cable to the war department, has expressed the opinion that the bodies of American soldiers who died abroad should be left near where they fell.

"I believe that, could these soldiers speak for themselves, they would wish to be left undisturbed where, with their comrades, they fought the last fight," General Pershing said. "Those who rest in England have their lives in the same cause, and their remains represent the same salvation as those who lie in the battlefields.

"The graves of our soldiers constitute, if they are allowed to remain, a personal reminder to our allies of the liberty and ideals upon which the greatness of America rests. I think the sentiments above outlined are held by many who have given this subject thought. These sentiments should appeal to the relatives and friends. I recommend that none of the dead should be removed from Europe unless their relatives should demand it after a full understanding of all the sentimental reasons against such removal; I further recommend immediate steps be taken for permanently improving and beautifying our cemeteries."

EARLY MARRIAGE DENIED

R. E. Treman Says He Did Not Wed Vernon Castle's Widow in 1918.

ITHACA, N. Y., Aug. 20.—Robert E. Treman today denied a report published in New York city that he and Mrs. Irene Castle were married at Pickens, S. C., in May, 1918. He said that at that time he was near Detroit in army service.

The report said that the marriage took place within three months of the death of Lieutenant Vernon Castle, the noted aviator, first husband of the dancer. Mr. Treman and Mrs. Castle were married this year.

GREENVILLE, S. C., Aug. 20.—The Rev. Frank A. Juhon, rector of Christ Episcopal church here, today said that "under the circumstances" he could not discuss the report that he had married Irene Castle and Captain Robert E. Treman at Pickens, S. C., May 21, 1918. He said he was honor bound not to make any statement, but that the state records could be consulted.

The office of the clerk of courts at Pickens was closed today by reason of the illness of the judge of probate.

HEAD OF SCHOOLS ROBBED

Burglar Enters Home of City Superintendent at The Dalles.

THE DALLES, Or., Aug. 20.—(Special.)—Burglars entered the home of R. L. Kirk, city school superintendent, here yesterday and after a careful and leisurely ransacking of the house departed with a pearl brooch pin, an emerald ring, an opal ring, a Spanish dagger dated 1787 and half dollar dated 1775.

Silverware was left on the bed and a suitcase packed with a new suit, overcoat and a pair of shoes were left.

CONVALESCENT UNITS OF OREGON MEN LAND

Large Numbers of Soldiers Sent to Camp Merritt.

14,953 TROOPS SOON DUE

Owners to Deprive Oregon Welcome Commission of Building After September 1; Notice Is Served.

BY PEGGY CURTIS.

NEW YORK, Aug. 20.—(Special.)—Several convalescent detachments arrived yesterday. The majority of them are yet unassigned and subject to the orders of the port surgeon. The Grant, which arrived late Sunday night, brought a large number of Oregon men, who went to Camp Merritt.

Between now and August 24 14,953 troops are scheduled to land here. Among them will be some of the 1st division and many casual outfits. This does not include the troops that are expected between that time and September 1, on the George Washington, Montauk, and the other transports. The large ships now just leaving European ports.

Notice was served today by the owners of the building now occupied by the Oregon welcome commission that the premises will not be available for the work after September 1. It is, however, the judgment of the commission here that this work among the returning Oregon soldiers should taper off in order effectively to take care of the men that may arrive during the first part of September and plan to that effect are under consideration.

The following are the Oregon arrivals to date: Agamemnon, to Merritt; John F. Anderson, Tatt; Robert C. Scarf, Medford; convalescent detachment, 296, Brest, unassigned; Alfred D. Jordan, Portland; Clarence T. Cook, Vale; Riler company, No. 1, Captain Ross Bennett Cooper, Portland; Lieutenant Walton S. Daniel, Portland; Captain Ira Harry Treest, Portland; Lieutenant William H. Heidenbrock, Brookings; Lieutenant George McEwan, Galice; Lieutenant George M. Smith, Portland; Lieutenant Lewis Manciet, Portland.

Casuals for orders, Sergeant Harold I. Graham, Portland; Sergeant Don H. Moore, Portland.

Steamship Kolping Der Nederland, to Merritt; Ralph W. Peck, Culver; Sergeant Harold C. Bearden, La Grande; Joseph F. Bogynska, Salem; Lark O. Brown, Portland; Sergeant Grant, service unit 379, to Camp Merritt; Pietro D'Angelo, Portland; convalescent detachment 353, Brest, John A. McDonald, Nyssa; casual for orders, Nurse Maud Anderson, Oregon City; Chester Haven, Roy R. Flaherty, Portland; Jay E. Fryer, Grants Pass; Leo C. Stein, Portland; Brest casualty company 289, to Camp Merritt; Earl S. Moore, Newberg; Benjamin S. Ester, Jr., Portland; John G. Lariviere, Baker; Lieutenant John G. Manning, McMinnville; Lieutenant Fred J. Mahanke, North Portland; Sergeant Freeman O. Frazier, McMinnville; Sergeant Roy M. Hubler, Corvallis; Ray Shaine, East Portland; Captain Buchanan, Independence; Joseph G. Schaubel, Canby; Fred R. Frakes, Dallas; George C. Matten, Salem; Homer J. Brown, Dallas; William L. Lusk, Mountaineer; Knute E. Burtess, Silverton; John O. Friesen, Dallas; Claude M. Hunicutt, Eugene; William O. Rogers, McMinnville; Frank L. Nelson, Portland; Frank L. Wagner, Corvallis; Frank M. McCann, Dallas; Sergeant Allen H. Cady, Corvallis; Sergeant Ralph H. Egler, Corvallis; William A. A. Jenkins, Portland; Brest casualty company 3702, Sergeant Harry N. Nelson, Portland; No. 3704, Sergeant Edward T. Ewleski, Portland; No. 3706, Lewis M. Thomas, Hood River; No. 3707, Sergeant Forest W. Poorman, Woodburn; No. 3708, Lorain M. Randall, Newberg; No. 3709, Sergeant Fred S. Heitshausen, Portland; Sergeant Calvin A. Finger, Portland; No. 3718, Sergeant John T. Haley, Eugene; No. 3721, Captain Thomas E. Rilea, Agnes.

SOLONS GRILL SPRUCE MEN

(Continued From First Page.)

same general direction, and that the northern Pacific had a similar plan for reaching down to Grays Harbor. The witness replied that he had heard gossip to such effect concerning the latter road. Pressed as to the Milwaukee, he replied that he knew they did not want the spruce route for their extension.

"That is quite a knowledge on your part, from the standpoint of the committee," observed the chairman. "Instead of taking the logical route the road was diverted from Joyce through other routes, a distance of over 36 miles, at a cost of more than \$100,000 a mile."

Attention was also directed by the chairman, merely for the purpose of perfecting the record, he said, to the fact that Mott Sawyer, chief construction engineer of the Clallam county spruce road, left the service of the Milwaukee to enter that of the spruce division, where he afterwards ranked as major, and that Mr. Sawyer is again serving the railroad company as assistant to the general manager.

Engineer Selection Defended. To this, Colonel Stearns replied that scrupulous care had been taken to select the engineer most qualified to carry through the difficult project in Clallam county and that the choice of Mr. Sawyer had been based on nothing more than such qualifications.

Charges were heaped upon the witness that the Selms-Carey-H. S. Kerbaugh corporation had been favorite of the spruce corporation and of General Disque, that the mills at Lake Pleasant and at Port Angeles, costing \$1,200,000 and \$1,000,000, respectively, were built without actual necessity and would have resulted in the enrichment of their possessors at the end of the war. The road itself was characterized as one from "nowhere to nowhere."

"You're asking me something that I have no right to answer, because it was not my policy," flamed Colonel Stearns at one juncture.

"Mr. Frear," he continued, "your investigation will disclose that there were serious engineering obstacles against any other route. I believe that you will hold the same view when you have questioned our engineers."

REJECTION OF STOCKS DENIED.

"I am glad that you have such confidence in the persuasive powers of your engineers," replied Representative Frear.

Colonel Stearns testified that records show that over 98 per cent of the Spruce of Portland stock had been rejected. Prior to the time the cut-up plant had been in operation, the witness freely admitted, a great deal of spruce stock was rejected as unfit for the stress it would be subjected to.

The witness was asked if he did not have data in his files in Portland concerning the refusal of Great Britain to accept over 99 per cent of the shipment of spruce stock, made as recently as August, 1918, and that similar rejections had been filed by the airplane companies of this country.

Colonel Stearns answered that no such cases had come to his knowledge, though they might have transpired in the earlier days of airplane production.

"It was a new game, remember," he said, "not only to us, but to every man on the coast. We were all doing our best to improve the quality and speed up the output."

The first clash of witness and chairman took place at the very outset of the morning session, when Representative Frear exhibited a letter from Colonel Stearns, requesting that all witnesses examined at the investigation be duly sworn. He was asked why he had presumed to make such a request, and when directly questioned quite frankly admitted that the suggestion had been forwarded to him by ex-designer-General Disque, now in New York.

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The witness sketched the growth of spruce production from the time it was under the control of the spruce division to the present.

Interrogated as to the wage paid soldier labor, the witness replied that they received the army wage of \$30. He had presumed to make such a request, and when directly questioned quite frankly admitted that the suggestion had been forwarded to him by ex-designer-General Disque, now in New York.

\$25,000,000 Contract Under Fire.

Here it was that Chairman Frear cut in with a somewhat heated passage to the effect that at the same time there were hundreds of thousands of men laying down their lives and sacrificing their bodies for \$60 a month. He charged that General Disque and his fellow officers had presumed to fix the wages of the men and to secure a sanction, or any official sanction, and severely criticized the procedure.

The cost-plus system whereby a maximum of 7 per cent was paid by the government upon all operations by private concerns in the spruce industry was covered. In this connection the Selms-Carey-H. S. Kerbaugh contract for spruce production, aggregating \$25,000,000, came under heavy fire.

The cost-plus system could have attained a maximum of 15 per cent on this sum, it was shown.

"After the contractors had paid their income tax," said Colonel Stearns, "the total profits to them on the railroad project will be \$5,000,000 and the profits on spruce contracts will amount to \$65,000,000. The total profits that all our cost-plus contractors will receive is only a trifle over \$200,000."

Early Expenditures \$27,000,000.

"You're not taking credit, are you," flashed Chairman Frear, "for the fact that congress took the money back? If the war had not stopped in November you couldn't tell what the profits would have been."

It was further developed that the cost of the railroad as per contract was to have been \$2,500,000, while total expenditures to the Selms-Carey people on the project have already totaled \$2,988,511. Expenditures of the spruce division, prior to the time that the spruce production corporation took charge, were given as \$27,000,000, with \$10,000,000 yet on hand.

The subcommittee of investigation will resume its hearings here tomorrow, and its members hope to complete the Seattle session by Saturday night. Upon completion of the local inquiry they expect to be in session for two weeks or more.

JAPANESE TRANSPORT LOST

Shijiki Maru Strikes Rock; 110 Men Reported Missing.

LONDON, Aug. 20.—The Japanese transport Shijiki Maru struck a rock and foundered on August 15 south of Sagami, according to a Nagasaki dispatch received by Lloyds.

One hundred and ten of those on board are reported missing.

Steamer J. N. Teal Loses Sailor.

THE DALLES, Or., Aug. 20.—(Special.)—A member of the crew of the steamer J. N. Teal was drowned at Mosier last night. His name was not known at the local office, as he had been signed in Portland. He fell from the boat and sank before aid could be pushed for him.

MEIER & FRANK CO. 10 Prizes Offered for the Best Bread. Who can bake the best bread? Who ranks among the ten foremost home bread-makers? Perhaps you do. To find out—register your name with Mrs. Ginger in the MEIER & FRANK Sixth Floor Auditorium and enter the Bread Baking Contest. Mrs. Ginger is a leading authority on bread baking and can give you any number of pointers—unless you think that your bread is the very best possible without any more frills than you already know. Ten Prizes Are Offered. Prize 1: \$55 Hoover Suction Sweeper, by MEIER & FRANK CO. Prize 2: \$25 in cash, given by Portland Flouring Mills Co. Prize 3: \$15 in cash, given by Portland Flouring Mills Co. Prize 4: \$10 in cash, given by Portland Flouring Mills Co. Prize 5: Assorted case of Golden West products, given by Closset & Devers Co. Prize 6: Westinghouse Electric Iron, given by Fobes Supply Co. Prize 7: Assorted case Tru-Blu Cakes, given by Tru-Blu Biscuit Co. Prize 8: 100 pounds Olympic Family Flour, given by Portland Flouring Mills Co. Prize 9: 50 Pounds Olympic Family Flour, given by Portland Flouring Mills Co. Prize 10: 5 Pounds Maid o' Clover Butter, given by Mutual Creamery Co. The Rules Are Very Simple and can be obtained from Mrs. Ginger after her Domestic Science Lecture-Demonstration today or any day. Demonstrations begin at 2 P. M. There is no charge either to enter the Bread-Making Contest or to attend any of Mrs. Ginger's lecture-demonstrations. —Meier & Frank's Auditorium, Sixth Floor.

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