

Morning Oregonian

VOL. LVIII.—NO. 18,330

Entered at Portland, Oregon Postoffice as Second-Class Matter.

PORTLAND, OREGON, TUESDAY, AUGUST 26, 1919.

PRICE FIVE CENTS.

PRESIDENT ASKS LABOR TO WAIT

Delay of Wage Advance to Normal Times Asked.

GENERAL TRUCE REQUESTED

Shopmen's Demand for 25 Per Cent Increase Denied; Smaller Rise Given.

LOWER PRICES EXPECTED

Government Policy Announced Is Delay for Restoration of Stability.

WASHINGTON, Aug. 25.—Postponement of the settlement of wage demands until normal economic conditions are restored, was announced today by President Wilson as the policy which the administration will pursue in dealing with such questions, particularly those affecting railroad workers.

The president announced also that it was neither wise nor feasible at this time, when the most important question before the country is a return to a normal price level, to attempt to increase freight rates to provide funds for higher wages.

Appeal Made for Truce.

"We ought to postpone questions of this sort until we have the opportunity for certain calculation as to the relation between wages and the cost of living," the president declared in a statement to the public explaining his decisions as to wages. "It is the duty of every citizen to insist upon a truce in such contests until intelligent settlements can be made and made by peace and effective common counsel. I appeal to my fellow citizens of every employment to cooperate in insisting upon and maintaining such a truce."

Mr. Wilson's statement was issued in connection with the decision of himself and Director General Hines on demands by railroad shopmen for a 25-per cent advance in wages, but the general policy pronounced covers also the wage demands of other hundreds of thousands of railroad workers, which are pending before the director-general or about to be presented.

Others to Be Asked to Act.

It is to be expected that other unions trying to obtain more pay will be asked, as the shopmen, to play their part with other citizens in reducing the cost of living by foregoing a temporary advantage which would add to transportation costs.

The decision of the president and the director-general was announced to a committee of 100, representing the shopmen. In reply to their demands for a 25 per cent increase, the shopmen were asked to accept an adjustment of their pay to the basis of 10 hours' pay for eight hours' work, which they contended was given under the Adamson law became effective. This means an advance of the basic pay from 68 to 72 cents an hour, whereas an increase of 17 cents to 85 cents an hour was demanded.

New Rate to Be Retroactive.

In view of the delay of the railroad administration board on wages and working conditions in reporting on the demands of the shopmen, Director-General Hines recommended that the new rate of pay be made retroactive from May 1, although the board's report was made July 16, the date of report generally being taken as the retroactive date.

Under the new scale of wages, machinists, tool makers, boiler makers, riveters, blacksmiths, sheet metal workers and electricians, all of whom now receive 65 cents an hour, will receive 72 cents. Helpers will receive 49 cents an hour instead of the present wage of 45 cents.

Unions to Make Decision.

Acting President Jewel of the railway employees department of the American Federation of Labor, his advisers said, would communicate the decision to the union locals for acceptance or rejection. A strike vote completed yesterday, but not yet tabulated, was on the question whether the men should quit work to enforce consideration of their demands.

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AMERICAN IN LEAD IN AIRPLANE RACE

500-MILE FLIGHT TAKES 3 HOURS 35 MINUTES.

Two U. S. Aviators Close Behind in First Leg of Toronto-Mineola International Derby.

MINEOLA, N. Y., Aug. 25.—Three fast airplanes swooped down on Roosevelt field here tonight, completing the first leg of their round trip flight between Toronto and Mineola, in the first international aerial derby.

Sergeant C. B. Coombs, a Canadian aviator, flying a DH-9, with 400 horsepower Liberty motor, was the first arrival, landing at 7:11 o'clock—just six hours and 11 minutes from the time he started on the 500-mile course at Toronto. His actual flying time, however, was only three hours and 35 minutes, stops having been made at Buffalo, Syracuse and Albany.

Roland Roberts, famous American test pilot, who was the first to "hop off" at Toronto, despite the fact that his plane turned turtle, landed at 7:18 o'clock and Major R. M. Schroeder, another American flier, arrived four minutes later. Roberts gave his time from start to finish as six hours and 25 minutes and Major Schroeder gave his as six hours and 22 minutes.

The three fliers hope to start the return trip to Toronto between noon and 1 o'clock tomorrow.

A large crowd which had turned out to greet the racers, remained for several hours after their arrival, hoping to witness other arrivals or to get word of the landing at Toronto of some of the 25 planes which left here during the afternoon on the Mineola-Toronto leg of the race. Up to a late hour, however, no more fliers had put in appearance, nor was any report received of landings at Toronto.

\$10,000,000 SUIT SETTLED

Elm Oriu and Butte and Superior Litigation Closed.

BUTTE, Mont., Aug. 25.—Mining litigation involving claims variously estimated at from \$10,000,000 to \$12,000,000 was terminated here today when Judge George M. Bourquin, in United States district court, approved the formal decree of settlement in a suit between the Elm Oriu Mining company, owned by the interests of former Senator W. A. Clark, and the Butte & Superior Mining company. The Elm Oriu company is deemed the owner of the "Rainbow Lode," while the Butte & Superior company receive certain ore bodies within the Elm Oriu claim.

SECOND COMET PICKED UP

Rev. J. H. Metcalf Finds Celestial Wanderer in Bootes.

CAMBRIDGE, Mass., Aug. 25.—Discovery of second comet in three days by the Rev. J. H. Metcalf was announced today by the Harvard college observatory.

After picking up in the eastern sky on August 20 the first of the year's new stray stars, he reported that on the night of the 22d at 11 o'clock he found in Bootes constellation in the western sky, another uncharted body more conspicuous than the first. He said it could be seen with a small telescope.

ARMS SHIPPED TO MEXICO

Gunboats Expected to Intercept Steamer Carrying Goods.

NEW YORK, Aug. 25.—Ten trunks containing arms and ammunition were shipped from this city to Mexico on the steamship Morro Castle, which sailed Friday for Havana, Progreso and Vera Cruz, according to information obtained today by detectives attached to the bomb squad. The trunks were shipped from a Broadway hotel. The department of justice and navy department have been notified and it is expected that gunboats will be sent out to intercept the steamship.

PRISONERS GET BONDS

Utah and Oregon Members of I. W. W. Released Pending Appeal.

CHICAGO, Aug. 25.—Bonds were approved today for the release of Charles McKinnon, Salt Lake City, and Harry L. Lloyd, Multnomah, Or., members of the Industrial Workers of the World, convicted before Federal Judge Landis last fall. The bonds consisted of \$5000 worth of liberty bonds in each case and were furnished by Robert H. Howe of Chicago.

The men were sent to Leavenworth penitentiary and will be released pending appeal of their cases.

PITTSBURG CARS STONED

Twenty Injured in Riots; Effort to Run Is Failure.

PITTSBURG, Aug. 25.—After the first three cars they operated were stoned and one wrecked in a downtown street, the receivers of the Pittsburgh Railway company made no further effort late today to break the strike of 3000 motormen and conductors which has tied up trolley transportation here for the last 11 days.

More than a score of persons were injured in rioting.

HIGHER RAILROAD RATES PREDICTED

U. S. O. Library Manuscripts

25 Per Cent More Said to Be Needed.

HOWARD ELLIOTT GIVES VIEW

Increased Revenue Necessary Under Private Control.

GUARANTEE NOT EARNED

New England Roads Declared in Bad Shape—Regulation of Labor Unions Suggested.

WASHINGTON, Aug. 25.—Increase of at least 25 per cent in railroad rates, provided there are no more wage increases or higher material costs, will be necessary when the carriers are returned to private operation, the house interstate commerce committee was told today by Howard Elliott, president of the Northern Pacific.

"Would 25 per cent increase solve the problem for the whole country?" asked Representative Sims, democrat, Tennessee.

"I think it would," responded Mr. Elliott, adding that he preferred the rate increase to the continued payment of the government guaranteed compensation. New England roads, he asserted, were in bad shape and were not earning the government guaranteed compensation.

Living Costs Affected.

Asked if a 25 per cent increase of rates would hamper business or increase the cost of living, Mr. Elliott replied that the effect, in his opinion, had been exaggerated, but he did not want to give the impression that it would have no effect on living costs generally.

Early Federal Ownership Feared.

Alba B. Johnson of Philadelphia, former president of the Baldwin Locomotive works, urged the preservation of the interstate commerce commission as a judicial body. He appeared before the committee as spokesman of the Railway Business association, an organization of manufacturers of railway supplies.

Mr. Johnson advocated creation of a federal transportation board to certify to the commission the amount of revenue eventually goes into the general fund of the state.

BELGIUM TAKES OVER STRIP OF TEUTON SOIL

POSSESSION OF MALMEDY IS OFFICIALLY TRANSFERRED.

Inhabitants to Take Vote Within Six Months on Permanent Fate of Territory.

PARIS, Aug. 25.—(Havas.)—Belgium authorities today took official possession of the district of Malmédy, which was ceded to Belgium by Germany under the peace treaty.

The Malmédy district is a small strip of territory near the southern end of the boundary between Belgium and Rhenish Prussia with its western extremity forming an indentation in the Belgian province of Liege. The peace treaty provided for the renunciation by Germany of all rights and title to this territory as well as the district of Eupen, farther north along the Prussian-Belgian boundary. The treaty stipulates that during the sixth month after the document comes into force the Belgian authorities at Eupen and Malmédy shall open registers in which the inhabitants of the territories in question will be entitled to record in writing a desire to see the whole or part of them remain under German sovereignty. The league of nations is to review this public expression of opinion and decide as to the disposition of the districts.

The territories of Malmédy and Eupen were separated from Belgium in 1814-15 and were assigned to Prussia.

HARRY ALLEN LOSES LIFE

While Watering Horse in Rivef Cottage Grove Yacht Drowns.

COTTAGE GROVE, Or., Aug. 25.—(Special.)—Harry Allen, 15-year-old son of Mr. and Mrs. Judson Allen, was drowned at noon today in the coast fork of the Willamette, a mile north of here, where he was employed by Contractor Ryan on Pacific highway improvements.

The boy, who had been driving a tractor, had taken his horse to the river for water. The horse sank in the mire and, in struggling, got out into deep water. The lad, unable to swim, stuck to the horse's back until the animal, blind and unable to save itself, went down. His younger brother, Donald, called for help and swam out to his brother's aid, but reached him just too late.

PITTOCK TAX IS \$226,326

Attorney for Estate of Publisher Files Report With State.

SALEM, Or., Aug. 25.—(Special.)—Based upon tentative valuations furnished to the state treasurer by D. P. Price of Portland, the estate of the late Henry L. Pittock, publisher of The Oregonian, will pay the state an inheritance tax amounting to \$226,326.90.

The estimated total tax is \$228,238.98, according to State Treasurer Hoff, but in case payment is made within eight months from the date of Mr. Pittock's death a discount of 8 per cent, amounting to \$19,111.34, will be allowed. Mr. Price appears as attorney for the estate.

Money derived from inheritance taxes eventually goes into the general fund of the state.

BAKERS DECLARED TO BE IN COMBINE

Conspiracy to Lift Bread Prices Scented.

MATTER NOW BEING PROBED

Deputy City Attorney Asserts He Has Evidence.

PROSECUTION IS POSSIBLE

Advance of 12 1/2 Per Cent in Price Said to Have Been Purpose of Alleged Combination.

Evidence that leading bakers of Portland have entered into combination to increase the price of bread 12 1/2 per cent, it is said, is in the hands of Deputy City Attorney Hindman and will be used by the city in prosecution of the bakers in the event the agreement goes into effect.

Attorney Hindman was recalled from a vacation by Mayor Baker to probe the bread situation and to ascertain if the bakers of the city had entered into an agreement to increase the price of bread in violation of a city ordinance governing price-fixing.

Evidence Held Conclusive.

In a report to the mayor filed yesterday Mr. Hindman explains that he has evidence in his possession which indicates that the leading bakers of the city have entered into an agreement to increase the price of bread from 5 to 9 cents a loaf. Putting of such a price into effect would tend to corroborate the evidence already collected, according to Mr. Hindman, and making conviction of the bakers concerned virtually certain.

If the report of Mr. Hindman is accepted the city will not attempt to prosecute the bakers unless the price of bread is increased. If the price is raised as contemplated Attorney Hindman says he will be ready to present his evidence in court.

Bakers Reported Preparing.

It is understood that the leading bakers of the city yesterday retained an attorney to represent them in the event the city institutes proceedings against them.

Attorney Hindman, acting under direction issued to him by Mayor Baker last week, will continue his investigation, gathering such data as may be required in the event bread prices are increased in the future and the city desires to bring suit against the bakers.

WILSON ASKS CHECK ON INFLUX OF ALIENS

CONTINUATION OF PASSPORT LAW ONE YEAR REQUESTED.

Removal of Restrictions Expected to Bring Heavy Flood of Undesirables.

WASHINGTON, Aug. 25.—To prevent an influx of aliens into the United States after peace is declared, President Wilson in a message to congress today asked that the passport law in effect during the war be continued for one year after the proclamation of peace.

The president asked for an appropriation of \$750,000 for the use of the state department in administering the law during the remainder of the fiscal year and to enable it to increase its organization abroad. The present organization, the message said, now is overwhelmed with applications for passports.

"Information from the agents of the government in foreign countries," the president wrote, "indicates that as soon as the existing restrictions upon travel are removed many persons will seek admission to this country and that among the number are not only persons undesirable from the point of view of becoming future citizens, but persons whose origin and affiliation make it inadvisable that they should be permitted to enter the United States."

"The experience gained during the war shows that an efficient system of passport control administered by the department of state through the diplomatic and consular offices in foreign countries, can be depended upon to exclude practically all persons whose admission to the United States would be dangerous or contrary to the public interest."

\$1 REMORSE DEBT CLEARED

Portland Convert Offers to Pay for Flowers Taken in Childhood.

TACOMA, Wash., Aug. 25.—(Special.)—After "Accepting God," Mrs. M. H. Watson, 449 East Couch street, Portland, became remorseful over picking a small geranium, some honeysuckle and a bit of wandering Jew at Point Defiance park in Tacoma, when she was a little girl and today she sent the Metropolitan park board \$1 to pay for what she took. The board returned Mrs. Watson's money with the suggestion that she donated it to some worthy charity.

"I never dreamed of the wrong I was doing then," Mrs. Watson said in her letter of reparation. "But after I grew older and God came into my life those things were bitter to my memory and surely want to make it right. I am glad that God has saved me and that I have an opportunity of making the wrong right."

WHISKY SHIP IS ROUTED

Orator for England to Go to Vancouver, B. C., Not Seattle.

SEATTLE, Wash., Aug. 25.—The liner Orator, an enterprise from England with a full cargo, will not land at Seattle but will go direct to Vancouver, B. C., her owners announced today.

The reason for the change in the ship's destination is the nature of her cargo, which consists of whisky and jam. Trouble with customs officers and the Seattle police dry squad was feared if any attempt was made to unload the ship's whisky cargo at this port.

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SPRUCE INQUIRY INCLUDES PLANES

Seattle Committee Shows Interest in Aviation.

U. S. AIRMEN ARE SUMMONED

Congressmen Evince Desire to Trace Timber Output.

ALLIES RECEIVE SHARE

Probers Display Intention to Find Out What Proportion of Supply Got into Aircraft.

BY BEN HUR LAMPMAN.

SEATTLE, Wash., Aug. 25.—(Special.)—Not only is the congressional subcommittee hearing the probe of spruce expenditures keenly interested in the actual operations of the government extensive logging projects in Oregon and Washington, but its members are manifesting an almost equal interest in any stray bits of information that may concern the aircraft programme as a whole.

The present hearing in Seattle has demonstrated that the committee is on the alert for testimony ranging in scope from the forests of the northwest to the fields of France.

To glean actual first-hand evidence of the lack of American planes on the fighting lines in France, one officer, Captain McKee of Seattle, who fought with a unit of the 51st division, has already been interrogated. In this examination Chairman James A. Frear requested the witness to provide the committee with the name of at least one local airman who saw active service overseas.

Other Fliers to Be Called.

As the result of the information furnished by Captain McKee, it is entirely probable that Lieutenant Paul Coles of Seattle and other veteran battle aviators of the western front will be summoned before the committee tomorrow morning, when its Seattle hearing is resumed, to testify from their own knowledge regarding the American air service.

Inasmuch as the records of the spruce production division show that from August, 1917, to the signing of the armistice, 87,715,219 feet of spruce airplane stock was produced, and as it has been testified that not a single American battle plane was actually used in the close of the war, the congressional committee have declared their intention to follow the trail of the vanished stock.

Sixty-five per cent of the finished spruce stock, when it left the cut-up plants, was consigned to the three allies—Great Britain, France and Italy. But, as the chairman of the subcommittee points out, there is nothing to indicate that the remaining 35 per cent in planes of American construction ever swooped over the lines to protect the doughboys or to harass the enemy.

Waste Testimony Heard.

Thus far the congressional committee has devoted almost its entire sessions to direct consideration of testimony relevant to the actual production of spruce, and to the many charges of extravagance, favoritism, waste and intrigue, that have been lodged against the spruce production corporation and its former president, Brigadier-General Bruce P. Disque.

The latter will himself have an opportunity to explain his policies to the committee when it returns to the east. The former spruce division commandant is now engaged in business in New York.

Records to Be Scanned.

When the committee turns to the Portland phase of its inquiry, as it will upon the conclusion of the Seattle hearing, the entire records of the spruce production are to be laid before it. Charges of waste and extravagance, similar to those already filed with respect to the Olympic peninsula spruce operations will probably be made concerning the cost-plus operations in Lincoln county, where two lines of railroad were constructed, and where the Warren Spruce company operated.

The Portland hearing will be of longer duration than that held here owing to the mass of detail which is available only in the records of the corporation at its headquarters in the Yeon building.

Two Days More Required.

The subcommittee, comprising Representative James A. Frear, Wisconsin; Representative W. W. Magee of New York, and Representative Clarence F. (Concluded on Page 2, Column 2.)

SHE WANTS A DIFFERENT KIND OF PRICE-FIXING.

