

PRESIDENT TO SPEAK PORTLAND ON TRIP

25-Day Tour in Aid of Peace Pact to Start Wednesday.

ITINERARY IS MADE OVER

Seattle May Be Included—Entire Route to Be Announced Today, Says Tamm.

WASHINGTON, Aug. 28.—President Wilson will leave Washington next Wednesday on a tour of the country to give account to the people of the negotiation of the treaty of Versailles. Announcement today, finally putting at rest rumors that during the past few weeks that the proposed trip which would take the president to the Pacific coast, had been abandoned. The trip will occupy 25 days, and speeches appealing for the immediate ratification of the peace treaty without change will be made in the principal cities of the west.

The opening address, Secretary Tamm said, will be at Columbus, Ohio, next Thursday, probably in the evening. The entire route reconstructed.

Eleventh-hour changes by President Wilson prevented announcement today of the completed itinerary as had been planned. White House officials worked far into last night completing the details of the tour, but today when it was known to the president he made slight changes that necessitated reconstructing the entire route. Announcement will therefore be made tomorrow, Secretary Tamm said tonight.

Some of the stops en route to the Pacific coast have become known, and according to the best information available, the second speech will be made at Indianapolis, followed by speeches at St. Louis, Kansas City and Topeka in the order named. From the latter city the presidential party will go to Omaha, thence to St. Paul, Minn., and then to Minneapolis and Bismarck, N. D.

Northwestern Itinerary Given.

Then will follow speeches at Billings and Helena, Mont.; Coeur d'Alene, Idaho; Spokane, possibly Seattle, Portland, Ore.; San Francisco, Los Angeles and San Diego. Speeches may be made from the train between these cities, but it is known that the president is opposed to making open-air addresses.

On returning from the Pacific coast, stops will be made, it is believed, at Reno, Nev.; Salt Lake City, Denver and Oklahoma City; thence the president will proceed south and eastward, probably to Louisville, Ky. It is not believed the president will go very far into the southwestern and southern states, however.

PROBERS ALLEGE BIG LOSS

(Continued From Page 3.)

engineer to be employed in the work was empowered to both interpret and revise plans and specifications, and all such conditions were subject to the engineer's approval, binding both the government and the Siemens-Carey-H. S. Kerbaugh corporation without any right of appeal.

The railroad contract, dated May 18, was handed to John D. Ryan, director of aircraft, who had approved the \$25,000,000 spruce contract, dated May 12, for which the railroad ostensibly was to be built.

Mr. Ryan was a member of the executive committee of the Milwaukee road; he was a director of the Milwaukee road, and the secretary of war excused him from signing any approval, which formally was performed by Mr. Stallings at the secretary's request.

A Milwaukee road division engineer, Mott Sawyer by name, was commissioned a major and given extraordinary power of interpretation and revision of plans described in the contract. Nineteen thousand acres of timber lands, belonging to the Milwaukee Land company, a closely allied organization to the Milwaukee railroad company, are benefited by largely increased values through the extension of this same line. Mr. Sawyer was the engineer in charge of construction and is now an assistant to the president of the Milwaukee railroad.

The following facts then appear from the testimony:

- "1. The Milwaukee railroad officials and Milwaukee engineers apparently controlled the location and determination of the road that has been built."
- "2. The 26-mile route is not that approved by the chief signal officer of the secretary of war, and cost six times as much as a 15-mile road to tide-water at Clallam bay."
- "3. This spruce could also have been reached by an extension of railroads from Grays Harbor on the coast or by any logging railroad built through the spruce country, or by other available routes, including either the Deep Creek, the Fysh or the Clallam routes."
- "4. This Lake Crescent line is of particular note in the Milwaukee railroad as it shortens its proposed line to Grays Harbor from 30 to 50 miles, by a cut-off over the mountains. It is a \$4,000,000 road built by the government that will eventually form a link in the Milwaukee extension to the south along the coast. Reputable witnesses testified before this committee that a good logging road, 15 miles long, to the same spruce could have been built in 1918 for \$500,000 from Clallam Bay and saved a 50-mile haul necessary under the Lake Crescent route."

Ryan in Supreme Control.

"John D. Ryan was the government director of aircraft from May to December, 1918, and in a position of supreme authority throughout that period, besides being a member of the board of directors at the executive committee of the Milwaukee railroad. Mr. Ryan was president of the Montana Power company that holds valuable contracts for furnishing electric power with which to operate the western portion of the Milwaukee system. Mr. Ryan approved the \$25,000,000 spruce contract, dated May 12, and knew the construction of this railroad was for the purpose of carrying out the execution of the spruce contract which he had already approved."

"Milwaukee railroad officials, who entirely determined the route, a Milwaukee engineer built the road. Mr. Ryan personally examined it in July, 1918, according to information received. He was in a position of authority to determine all matters relating to the character or location of the road, and, if necessary, was empowered to cancel any contract. His absolute power made him master of the situation from and after the signing of the spruce and railway contracts which were executed in the east."

Two Sawmills Cost \$2,000,000.

"It also appears from the evidence before this committee that two sawmills, one at Lake Pleasant and the other at Port Angeles, were being built at the time of the armistice by the Siemens-Carey-H. S. Kerbaugh corporation under their \$25,000,000 spruce contract at a cost of over \$2,000,000. The contract was automatically canceled by the signing of the armistice. These

mills are now being junked by the government with a 10 per cent salvage value.

The total sawing capacity of the coast is given by the spruce production corporation at 3,000,000,000 feet of timber annually upon an eight-hour day basis. This amount of production could easily have been doubled in case of necessity and was sufficient under commanding powers possessed by the government, to have cut every spruce tree on the coast that could be logged and saved for the war.

Loggers to have been had, whereas, according to undisputed testimony, not one American-built fighting plane or bombing plane ever reached the battle front during the 20 months of our war with Germany.

Delay of Sales Asked.

"John D. Ryan, in his letter to the secretary of war submitted in the Ray investigation, conducted by the war department, declared that the Siemens-Carey-H. S. Kerbaugh corporation's mill at Port Angeles was 'absolutely necessary.' This was in reply to the charge made in writing by government intelligence officer, Major Howes, that the Milwaukee railroad was seeking to dominate the lumber industry of Washington."

"Additional facts before the committee are of such importance that you are hereby respectfully requested to delay the proposed sale of railroad mills and timber tracts until a full investigation can be had by your department. To this end any bids which might be received should be held subject to final decision by the proper authorities if deemed advisable."

"It is believed from the foregoing facts, as set forth, that approximately \$5,200,000 were squandered, misapplied and converted to the uses of the Milwaukee railroad interests. And such sums were permitted by men in positions of authority whose duty it was to prevent such wasteful and unnecessary expenditures."

In order to awaken public sentiment to the situation presented we would rather see this railroad and the mills scrapped than to have the government sell them to the Chicago, Milwaukee and St. Paul railroad for an insignificant percentage of their cost. The facts here presented speak for themselves and further investigation may disclose conditions upon which a recovery can be had against John D. Ryan and others who are responsible for the wasteful expenditure of public funds."

Witness Found in Portland.

The discovery of an important and hitherto unanticipated witness, now in the city, led the congressional committee to defer its trip to the Lincoln county spruce operations, and to announce the holding of a session this morning. The witness is said to be in possession of facts that will throw a flood of light upon the administration of affairs by General Disque and the spruce production corporation.

The first hearing in Portland, according to the announcement, will open this morning at 10 o'clock, in the assembly room of the Portland Press club on the second floor of the Elks building, available through the courtesy of the board of directors of the club.

Tomorrow morning the committee will hold a closed session, when the two lines of spruce railroad will be inspected, as well as the Budget tract of timber and the \$1,000,000 mill at Toledo. Members of the committee will acquaint themselves with the nature of the several projects and return to Portland either Sunday or Monday, taking up their session at 10 o'clock Tuesday morning. It is believed that the Portland inquiry will consume a week or ten days.

Members of the congressional committee who arrived yesterday morning from Seattle and who are at the Hotel Benson are: Chairman James A. Frear of Wisconsin; Republican Representative W. W. Magee of New York; Republican and Representative Clarence E. Lea of California, democrat.

RAP IS TAKEN AT DISQUE

VANCOUVER COMMERCIAL CLUB REFUSES TO INDORE WORK.

Resolution Commending Efforts to Get Out Spruce at Cut-up Plant Overwhelmingly Voted Down.

VANCOUVER, Wash., Aug. 28.—(Special.)—A resolution endorsing General Brice P. Disque in his management of the spruce production division of the spruce production division was voted down at the meeting of the Commercial club last night. The resolution which the club refused to underwrite is as follows:

"Whereas, Under the good judgment and supervision of General Brice P. Disque, the spruce cut-up plant of the federal military service was located in the most logical point for its successful operation at Vancouver, Wash., and,

"Whereas, Under the extreme adverse conditions and impediments of being obliged to construct said plant by and with the service and labor of inexperienced men during weather in an inclement season of the year, while such construction almost impossible; and,

"Whereas, During said construction he was aided by and was obliged to overcome adverse and unparalytic propaganda circulated among certain of his helpers; and,

"Whereas, In spite of the labor and weather conditions above set forth he was able in a term of about 20 working days during the winter to erect and bring into operation the largest mill of its kind ever built, which was able to turn 1,000,000 feet per day of airplane lumber, the largest output by one institution ever manufactured;

"Whereas, The said plant was the largest and most productive institution of its kind ever constructed by the hand of man in the given time; and,

"Whereas, By said most remarkable construction and efficiency the United States government was able to make such production of airplane lumber that the control of the air was assumed and maintained by the allies in the late war; and,

"Whereas, By said airplane production the turning point of the war was made and said war was won;

"Resolved, That we hereby endorse and commend the military administration of General Brice P. Disque in his control and management of the spruce production division of the United States military activities at Vancouver, Wash."

The Lyric opens Sunday, 1 P. M.—Adv.

Heal Skin Diseases

It is unnecessary for you to suffer with eczema, blotches, ringworm, rashes and similar skin troubles. Zemo, obtained at any drug store for 35c, or \$1.00 for extra large bottle, and promptly applied will usually give instant relief from itching torture. It cleanses and soothes the skin and heals quickly and effectively most skin diseases. Zemo is a wonderful, penetrating, disappearing liquid and is soothing to the most delicate skin. It is not greasy, is easily applied and costs little. Get it today and save all further distress.

The E. W. Rose Co., Cleveland, O.

ETZEL

A PERFECT SHAVING CREAM

ASK YOUR BARBER

NINETY DAYS' GRACE GIVEN BY SHOPMEN

Strike Vote to Be Called if Cost of Living Stays Up.

OTHER CRAFTS MIGHT JOIN

Total of 2,500,000 Railroad Men in Similar Case—Wilson Offer Meanwhile Accepted.

WASHINGTON, Aug. 28.—Industrial peace in the United States, according to the executive council of the railroad shop crafts, depends on the results the government can show in the next 90 days in its campaign to reduce the cost of living.

The time limit was tacitly set out today by the executive council in suggesting to union locals throughout the country that President Wilson's compromise offer in response to their demands for higher wages should be accepted pending the outcome of the effort to restore a normal price level.

If the cost of living does not come down the 500,000 members of the shop crafts would reserve the right to strike for more money and with them probably would be associated the remainder of the 2,500,000 railroad employees, all of whom have been considering the same problem.

Unbusiness Is Relieved.

The letter of the executive council seemed to compose somewhat the uneasiness felt in official circles over the immediate labor situation and to focus attention on the legal measures being directed by Attorney-General Palmer and his assistant, Judge Ames, to take the inflation out of prices and to punish hoarders and profiteers.

In our opinion, the letter said, "the next 90 days will bring the entire situation to a head, and if a strike is to take place every class of railroad employees should be willing to join in the movement, share their full measure of responsibility, and not leave the issue to be decided by the 22 per cent of the railroad employees represented by the federated trades."

Criticism Is Expected.

Apprehension was evident, however, both in the letter and in the conversation of the international officers that the men might not be willing to accept the suggestion that the decision of a strike be left in the hands of the executive council, and a suspension of work to be ordered only after "a reasonable time" had made it clear that such a step was necessary to afford relief. The letter said the proposal was certain to draw criticisms from individuals "who have not yet indicated a desire to listen to reason."

Attorney-General Palmer had said that a few convictions for flagrant cases of profiteering and hoarding would end that trouble within 60 days.

JAPANESE DELEGATE HOME

Salonji at Tokio From Paris; Diet to Get No Chance at Treaty.

WASHINGTON, Aug. 28.—Marquis Salonji, former Japanese minister of foreign affairs, has arrived in Tokio from Paris. He was a member of the Japanese peace delegation and it is expected that his return with a personal report to the government will result in hastening action by the Japanese government on the peace treaty.

Notwithstanding the efforts of the opposition party in the diet to have the peace treaty submitted to that body, the government has decided to follow the established custom and consider the Paris convention as an executive matter.

POLES REPULSE GERMANS

Detachment in Pursuit of Silesian Fugitives Defeated.

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LONDON, Aug. 28.—(Special Cable.)—General Haller's American Polish troops repulsed a German detachment which had pursued some Silesian fugitives over the border, the Morning Post's special correspondent in Poland says. Four Germans were killed and eight wounded.

There have been 6000 deportations from the Polish districts of Silesia to Germany, the correspondent adds, and 20,000 Silesian miners have fled to Poland.

CLARKE PLANS FRUIT POOL

Committee to Outline Organization for Packing and Marketing.

VANCOUVER, Wash., Aug. 28.—(Special.)—A committee of five to formulate plans for the organization of a fruit pool was organized today.

UNITED STATES RAILROAD ADMINISTRATION

Director-General of Railroads

Spokane, Portland & Seattle R.R.

Train Schedules

Labor Day, September 1st

Clatsop Beach and Astoria to PORTLAND

On Monday evening, Sept. 1, special and regular trains will be run from Clatsop Beach points and Astoria to Portland as follows:

	Regular	Special	Special	Regular
No. 24	2nd No. 24	3rd No. 24	No. 22	No. 22
Leave Seaside	3:40 P. M.	5:10 P. M.	6:00 P. M.	6:40 P. M.
Leave Astoria	4:45 P. M.	6:15 P. M.	7:00 P. M.	7:35 P. M.
Arrive Portland	8:55 P. M.	9:30 P. M.	10:15 P. M.	10:50 P. M.

late plans for the organization of a Clark county fruit-growers association was appointed today by Frank Russell, president of the Clark County Fruit Growers association, at a meeting of the association. The committee consists of Fred Brooker, W. H. Wood, Henry Crass, Robert Webster and J. L. Davies.

Plans were discussed for the formation of an association of the fruit and other fruit growers to pool their interests in packing and marketing their products. J. O. Holt of the Eugene Fruit-Growers association, and R. C. Paulus, of the Salem Fruit-Growers association spoke. Mr. Paulus said it would be necessary to cast aside pride and co-operate with the Oregon association in marketing.

J. W. Shaw, of the Prunarians, also addressed the meeting.

CARNEGIE BESTOWS MORE

\$10,000 ANNUITIES GIVEN TAFT AND LLOYD GEORGE.

\$5000 a Year Left to Widows of Taft and Roosevelt in Will Just Made Public.

NEW YORK, Aug. 28.—The will of Andrew Carnegie, made public today, estimates the value of the ironmaster's estate at between \$25,000,000 and \$30,000,000.

The will leaves the real estate and all the works of art and household goods to Mrs. Carnegie. The financial provisions for Mrs. Carnegie and her daughter, Mrs. Miller, were made during Mrs. Carnegie's lifetime.

A statement issued by Elithu Root, Jr., says that Mr. Carnegie's public gifts and charities during his life time exceeded \$25,000,000.

The fourth article of the will contains a series of legacies to charitable institutions, while the fifth article contains annuities to relatives and friends. The Carnegie corporation of New York is the residuary legatee.

An annuity of \$10,000 is made to former President Taft and annuities of \$5000 each to Mrs. Grover Cleveland and Mrs. Theodore Roosevelt, widows of former presidents.

An annuity of \$10,000 is also bequeathed to Premier Lloyd George of England.

Public bequests include Cooper Union, New York, \$60,000; Pittsburgh university, \$20,000; relief fund of the Authors' club of New York, \$200,000; Hampton Institute, Va., \$300,000; Stevens Institute, Hoboken, N. J., \$100,000; St. Andrew's society of New York \$100,000.

BOY, 18, FORGER, PAROLED

Coburg Youth Wins Leniency by Confession of Act.

ALBANY, Or., Aug. 28.—(Special.)—Henry Cole, 18, of Coburg, who was indicted by the Linn county grand jury this week on a charge of forgery, was arraigned, pleaded guilty, waived time, was sentenced and paroled, all in a few minutes in the state circuit court here today. Cole admitted that he had forged the name of Walter Tyler, an Albany resident, to a \$1000 check on the Albany State bank, which he cashed at an Albany cigar store June 24. He was then sentenced to serve an indeterminate term in the penitentiary.

Because of his youth, previous good reputation, the fact that he was the oldest child of a widowed mother and his confession and expression of an intention not to repeat the offense, the district attorney's office recommended his parole, which was granted by Judge Kelly.

LEBANON SHORT OF PEARS

Shipments From Yakima Supplement Valley Product.

LEBANON, Or., Aug. 28.—(Special.)—For the first time in the history of Linn county, carload shipments of Bartlett pears are coming into this county from the state of Washington. The Wampanoag valley has been for many years reported to be a great fruit district, and especially pears, but this year the Lebanon cannot get them. The canners to supply the demands of the cannery for canning purposes and making preserves, and as a consequence are getting them from the Yakima county, Wash., in carload lots.

Three carloads were received the first three days of this week. The cannery has taken all the marketable local pears offered and is paying good prices.

Brothers Plead Not Guilty.

ALBANY, Or., Aug. 28.—(Special.)—George Brotherton and William Brotherton, brothers of Eugene, who were indicted by the Linn county grand jury this week on a charge of larceny in a warehouse, were arraigned before Judge Kelly in the state circuit court here today and pleaded not guilty. They are accused of stealing 300 pounds of wool from the warehouse of Albert Sternberg, in this city, on the morning of June 18 last.

Now Is the Time to Buy Clothes

GRAY'S is the store in which you should buy them. If you would have your money purchase the maximum in value.

Through our cash-selling Profit-Sharing policy you save one-half the regulation profit charged by other stores. Make comparison and judge for yourself.

Our business has increased more than twice since we adopted this efficiency policy. Proof enough than it's good for you and good for us.

Compare Gray's	Compare Gray's	Compare Gray's
\$30	\$40	\$50
Suits With Suits Sold by Other Stores for \$35 and \$40	Suits With Suits Sold by Other Stores for \$45 and \$50	Suits With Suits Sold by Other Stores for \$55 and \$60

SAVE 7% ON FURNISHINGS AND HATS
7% off on Furnishings and Hats when purchase amounts \$4.00 or more. Contract goods excepted.

Gray's Values Will Tell

R. M. GRAY

366 WASHINGTON, AT WEST PARK

BRITISH AUTO MEN ROUSED

FREE ADMISSION OF AMERICAN MACHINES FEARED.

English Market Will Be Flooded Unless Imports Are Restricted, Declares Manufacturer.

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LONDON, Aug. 28.—(Special Cable.)—The motor car manufacturers of Birmingham are greatly concerned over the situation created by freeing American imports. Mr. McCormack, of Wolsey Motors, Ltd., told the Daily Mail correspondent he understands that the society of British motor manufacturers is making protests to the government.

"If imports of motor cars are not restricted," said Mr. McCormack, "there is grave danger that the British markets will be flooded next season, the efforts of British manufacturers and organizers for mass production will be frustrated, and thousands of people who might have found employment in the motor industry will be idle. British motor manufacturers will be compelled to revert to the primitive practice of limited production, and consequently high costs."

The Lancaster Motor company, Ltd., will retaliate by selling Lancaster cars in the United States. It believes there is a good market in America for Royce-Rolls, Daimler and Lancaster cars.

You Are Invited To A Birthday Party

To Be Given By Lipman, Wolfe & Co.

THE TRUTH

GOVERNMENT APPOINTS COMMISSION TO INVESTIGATE ELECTRIC RAILWAYS

The Electric Railways of the United States are facing bankruptcy. President Wilson has appointed a special Commission (known as the President's Commission) to make a thorough investigation from every angle. The President's Commission is now in session at Washington taking testimony of railway men, labor leaders, manufacturers, city officials, bankers, anyone concerned.

Learn the TRUTH.

No. 1