

HIGH LIVING COST LAID TO WILSON

Inflation Declared Tool to Finance War.

FALL OF BONDS CITED

Platform Advisory Committee Reports on Investigation of Currency Conditions.

NEW YORK, May 21.—The Wilson administration is charged with continuing to date a policy of inflation "by which it financed the war" and which is held responsible for the increase in the cost of living since 1914, in the report of the banking and currency committee of the republican national committee's advisory committee on policies and platform, made public here tonight.

"Insofar as the war period is concerned," it said, "we merely call attention to the fact without expressing an opinion as to the wisdom or lack of judgment. But the continuation of the policy since the armistice lays the administration open to severe criticism."

The committee's report of "this inflationary war financing," it added, "are that:

Great Injury Is Alleged. "It has caused great injury to the consequent rise in the price of goods and services that enter into living costs."

"It has greatly increased the cost of the war."

"It has caused serious loss to purchasers of liberty bonds, who were led to believe that these bonds were investments, which considering their high edge, character were offering fair market rates of interest."

"Continuation of the low federal reserve discount rate necessary to sustain the administration's borrowing policy for a long time after the armistice gave rise to excessive speculation during the year following the close of the war."

Credit Expansion Cited. "It caused further credit expansion, weakened still more our gold reserve position and needlessly delayed the time of return to more stable economic conditions. It is in no small degree responsible for the widespread feeling of uncertainty and insecurity that at present pervades our economic life."

IMPETUS GIVEN DAIRYING

GRAY'S HARBOR FARMERS ABSORB FAMOUS HERD.

Transaction Believed Most Important in History of Community in Washington.

ABERDEEN, Wash., April 17.—(Special.)—Washington's absorption of Gray's Harbor county dairymen of the E. L. Brewer herd of Jersey, sold last week at Satsop at an average price of \$220 a head, has been a landmark in the history of dairying in the future of the county in dairying. Data concerning the sale, considered the most important transaction in this county since the beginning of systematic dairying, was held in literature and distributed by the Aberdeen and Montesano chambers of commerce and other Gray's Harbor organizations interested in promoting the development of the county.

Many of the animals purchased from the Brewer herd will be used as foundation stock for the improvement of other herds. The following purchasers have been identified: H. Sherwood of Satsop, David Day of Porter, Fred Crook, superintendent of the county farm near Montesano; James Clark of Satsop, William Peterson of the Wynoceno valley, Frank Quimby of Montesano.

On the same day is head of the Taylor herd, nearly as famous as the Brewer herd, were sold to county ranchers.

JITNEY MOTION DENIED

SEATTLE JITNEURS REQUIRED TO FILE APPLICATION.

Under Court Ruling Drivers Who Fail to Comply With Ordinance Subject to Arrest.

SEATTLE, Wash., May 21.—(Special.)—Motion for a temporary restraining order that would allow jitneys to operate in spite of the recently-passed ordinance requiring jitneys to file application for permission to run on the city streets was denied by Federal Judge Neterg this morning, except the clause regarding the reduction of fares to 10 cents after midnight.

As the matter stands at present, all jitney drivers who fail to comply with the city ordinance are subject to arrest. Fourteen were arrested today.

W. R. Crawford, attorney for the jitney men's union, declared that the cases of all drivers arrested would be fought through the courts to a finish. Under the ordinance recently passed by the council jitney drivers were directed to file their applications not later than 5 o'clock Thursday afternoon for a permit to operate on the city streets. Out of 300 city jitneys, more than five had taken out permits by Friday morning, according to License Clerk Marsh.

OLD SYSTEM PREFERRED

LIVESTOCK SHIPPERS SEEKING CHANGE IN RATES.

Application to Be Made for Restoration of Former Method of Reckoning Charges.

Livestock shippers in Oregon and Washington are dissatisfied with present railroad rates. Before the roads were taken over by the government the charge was made on a basis of dollars per car. When the roads came under federal control, this was changed to a basis of cents per hundredweight, and this system is still in force. The effect of this method is to sub-

stantially increase the cost on mixed carloads of cattle, hogs and sheep, because the rate is based on the highest minimum weight of any of the species in the car.

An appeal to the interstate commerce commission is the only method of obtaining relief and this is the step that is now being contemplated by the joint action of the carriers and shippers. H. A. Hinchey, general freight agent of the Southern Pacific, said in reference to the matter yesterday.

"The Southern Pacific company has been giving very careful consideration to question of finding a way to relieve livestock shippers of these increased charges. It has finally been decided that the best way to take care of the livestock interests would be to restore the old rates in effect prior to December 1, 1919. The carriers operating south of Portland are, therefore, preparing an application to the interstate commerce commission."

TOURIST FARE APPROVED

RATE EFFECTIVE JUNE 1 TO SEPTEMBER 30.

Round Trip Ticket From Missouri River Points to Northwest to Cost \$73.

Approval of the interstate commerce commission has been given for the summer tourist rates for travel to the Pacific coast, tickets to be on sale June 1 to September 30, with final return limit of October 31. The round-trip rates apply to Portland, Tacoma, Seattle, Vancouver and Victoria, B. C. San Francisco, Oakland, Los Angeles and San Diego. From Missouri river points, St. Paul and Duluth, the direct route rate to northwest points is \$73 for the round trip. From Denver, Colorado Springs, Pueblo and Cheyenne, the rate to Portland is \$64.50, and to Seattle and Tacoma the rate is \$63.50. From Chicago the rate to any of the northwest cities is \$59.50, and from St. Louis \$54.50. For tickets to San Francisco, one way via Portland or Seattle, the rate is approximately \$18 higher. Tickets require validation at destination or other authorized validating point, and stopover will be allowed on route.

These are the rates on which the convention travel of June to the meetings of the Travelers Protective association and the National Tourist will be handled. The rates applied east of Chicago and St. Louis will be approximately 10 percent higher. The special rates applicable in that territory being within the jurisdiction of the traffic associations of the lines in the territory.

AGED FARMER IS KILLED

John H. Humphrey, Eugene, Dies When Stump Puller Breaks.

EUGENE, Or., May 21.—(Special.)—John H. Humphrey, a farmer aged 82 years, was killed on his farm eight miles southwest of this city in the Spencer creek valley, when the stump puller which he was operating struck him. The accident occurred at 1:20 o'clock, but he did not die until two hours afterward. A tug of the harness on the horse used to operate the pulley broke, releasing the wheel, and it flew back with terrific force.

Mr. Humphrey is survived by a widow and three daughters, Roy Humphrey, at home; Thomas Humphrey, living in Colorado; Mrs. M. B. Bishop of Seattle, Wash.; Dorothy Stanley of Ellensburg, Wash.; and Mrs. Maude Clayton of Oshkosh, Neb. A sister, H. Humphrey, was killed in France and another son, T. W. Humphrey, was accidentally electrocuted on the Springfield bridge a little over a year ago.

TRAFFIC CHIEF COMING

Charles S. Fee of Southern Pacific to Arrive This Morning.

Charles S. Fee, passenger traffic manager of the Southern Pacific Railway system, accompanied by Edward Hungerford, a magazine writer, is due to arrive in Portland today at 2:15 A. M.

Mr. Fee has been making a leisurely trip over the lines of the road and some spent some time at Ashland, Roseburg and Eugene the past two or three days. Yesterday he was met at Roseburg by John M. Scott, general passenger agent of the Oregon lines, who has been on an inspection trip to the agencies on the Coos Bay branch. Mr. Fee is occupying the private car "Berkeley" with his family.

DODGE ESTATE IS SUED

Federal Telegraph Co. Seeks to Recover \$480,000 Alleged Due.

SAN FRANCISCO, Cal., May 21.—Suit to recover \$480,000 from the estate of Dr. Washington Dodge, former assessor and banker, on the allegation that he had conspired with the Federal Telegraph company out of that amount was filed by the Federal Telegraph company today in the superior court here today. Dr. Dodge died on January 17, 1919, following an alleged attempt at self-destruction several days before. He was a survivor of the liner Titanic and was president of the Federal Telegraph company from December 4, 1917, until his death.

GIRL, 20, MARRIED AGAIN

Lillis Hopkins, Divorced, Bride of Youth 20 Years Old.

VANCOUVER, Wash., May 21.—(Special.)—Though but 20 years old, Lillis Hopkins today obtained a license to marry a second time. Miss Hopkins is from Portland and when divorced obtained the restoration of her maiden name. She was married to Edward W. Findley, also 20 years old, of Portland. The ceremony was performed by Cedric Miller, justice of the peace.

Edward J. Findley, father of the boy, was along to give his consent and witness the wedding.

This was the only marriage license issued today, it being Friday.

I. W. W. SEEKING MANDATE

Court Asked to Compel Change of Venue in Centralia Case.

OLYMPIA, Wash., May 21.—Argument on a writ of mandate filed by counsel for Mike Sheehan, charged with the murder of Arthur McElfish at Centralia, Ariz., today was heard by Judge J. H. Back of Clark county, who was heard by the supreme court here today. The matter was taken under advisement. Elmer Smith, co-defendant with Sheehan, has filed no petition for a change of venue and is understood to be satisfied with Judge Back as a trial judge.

S & H green stamps for cash. Holman Fuel Co. Main 313, 580-21. —Adv.

CUTTING OF PRICES VIEWED BY BANKERS

Opinions Given in Answer to Questionnaire.

DECREASE HELD BLESSING

Chicago Financier Thinks Present Costs Due to Profitteering and Deflation Will Not Hurt.

NEW YORK, May 21.—(Special.)—The Evening Post asked leading bankers throughout the country to express their opinion on the price cutting now prevalent. They were asked specifically how far in their opinion the country-wide price cutting of merchandise would go, and whether they thought there would be a rebound from the low levels touched. They were also asked how far they considered readjustment a banking problem. Below are printed the replies received:

"To the Editor of the Evening Post: Chicago, May 21.—I am pleased to hear of the price cutting in various lines. There is no danger of going too far. If it will only come along gradually, as it is doing so far, it will be a blessing. In my opinion most of it is due to profitteering. Financial readjustment will follow price deflation and the increase of efficiency of the railroads. The extended banking condition is not the cause but the effect of high prices, war finance and railroad inefficiency. High rate for money or other factors will not only fail but hurt legitimate business. There is no real financial danger and if every one will act with conservatism, consideration and common sense, the situation, which is past its worst, will soon be greatly improved."

"DAVID R. FORGAN, 'National City Bank'."

Sales Held Cause. San Francisco, May 21.—(Special.)—The Editor of the Evening Post.—Price cutting is partly due to clearance sales which are usual at this season. It is also due to some overstocking by retailers, which, together with the general belief that prices have been unwarrantably high, has produced some alarm among these merchants. The significant fact is the remarkable response of the public to the reduced rates. This indicates that very many of the people had been holding back their purchases, awaiting as long as they could for more favorable prices.

"It is probable that in some lines, prices will not go up again, but in others, especially staple goods, after the retailers have sold out their stocks their replacement costs will require a price level more or less corresponding to the present level. I say, two or three months ago. The tendency hereafter should be to narrow the margin between the cost of selling price and to cause the merchants to aim to meet a public demand for low prices. This demand is long overdue and cannot be regarded as other than healthy. I do not consider the readjustment as primarily a banking problem. Although it is probable that some merchants who are over-extended are taking advantage of the situation to liquidate, the recent warnings of the federal reserve authorities and other bankers probably exert some influence in bringing about these sales, but it should be remembered that such warnings were directed to those business men who were over-extended in holding goods for speculation. The railroad blockades are doubtless a factor in making a merchant once again in many cases as to how much stock to carry."

"J. L. LITMAN, 'Wells-Fargo Nevada Nat'l Bank'."

From Graham G. Lacy, St. Joseph, Mo. To the Editor of the Evening Post: St. Joseph, Mo., May 21.—So many elements enter into the present rate cutting of merchandise that it is hardly possible to hazard a guess as to the extent of the movement. I believe, however, that unfavorable weather conditions, overstocking with certain classes of expensive goods and the fear of a fall market will bring about a very substantial reduction in price, so as to move goods.

The last month has shown a decided reluctance upon the part of the public to purchase and a tendency to quibble as to price. Many classes of goods can stand material reduction and yet be sold by the retailers at a profit. If the price cutting movement becomes general, depletion of stocks and difficulty of obtaining goods to restock will unquestionably cause a rebound, but not to present price levels.

It has been a foregone conclusion for some time that the present high prices, especially in retail, could not be maintained. People are waking up to the absolute necessity of more economy in their method of living and I believe that the tide of the mercantile community in making a drastic cut in prices is a wise move from their point of view.

GRAHAM G. LACY, Tootle-Lacy National Bank.

From J. C. Ainsworth, Portland, Or. To the Editor of the Evening Post: Portland, Or., May 21.—I am inclined to think the price cutting is due to a more or less widespread policy of reducing stocks of merchandise, to build up cash reserves on account of the dearth of time money offerings, and the consequent curtailment of credits by banks in cooperation with federal reserve board policy, may force widespread price cutting.

The world shortage of food stuffs and labor and the broad demand for building materials is not indicative of a permanent price reduction. In my judgment, an easing of bank credits would instantly reflect a rebound due to the old barometer of supply and demand. I consider readjustment largely a banking problem and the present policy of the federal reserve board a most wise precaution and one that will safeguard our business as a whole.

The only material and sure remedy for high prices is a forced curtailment of extravagance in non-essentials on the one hand and increased efficiency and production on the other.

J. C. AINSWORTH, United States National Bank.

55 MILES TO BE PAVED Walla Walla, Wash., Commission-ers Grant Petitions.

WALLA WALLA, Wash., May 21.—(Special.)—The county commissioners

today granted petitions of residents on Burke's flat to pave 55 miles of road running from Walla Walla to Prescott, with branches to Clyde and Burke. The roads will be paved under the Donohue road plan. The county engineer immediately will make the surveys and decide on location, but the opinion was expressed by the county commissioners that it will be impossible to start the actual construction this summer, owing to the heavy road building programme already under way in the county.

It is probable that a macadam road will be built at first and surfaced later. Macadam road will cost over \$100,000 for the improvement. The residents along the proposed route have been trying to get the road built for many months as during the wheat hauling period and in the winter the roads are almost impassable.

STUDENTS CHOOSE PLAYS

'BEAU BRUMMEL' TO BE GIVEN AT COMMENCEMENT.

Sardou's Brilliant French Comedy, 'Suzanne,' Selected for Presentation in Guild Hall.

UNIVERSITY OF OREGON, Eugene, April 27.—(Special.)—"Beau Brummel," an historical comedy of the post-revolutionary war period, has been selected as the commencement play of public speaking, who has dramatic interpretation. The play was written by Clyde Fitch for Richard Mansfield. It is built around the celebrated English society leader, George (Beau) Brummel, of the late eighteenth and early nineteenth century period.

The part of the Beau will be taken by Fergus Reddie, head of the department of public speaking, who has charge of the work in dramatic interpretation. The women's leads have been assigned to Irene Stewart of Eugene and Dorothy Wootton of Astoria. The production is to be a feature of commencement week. Following is the cast:

Marianna, Irene Stewart; Mrs. St. Aubin, Dorothy Wootton; Duchessa, Vera Van Schoonhoven of Portland; Farthingale, Helen Casey of Roseburg; Kathleen, Marion Gilstrap of Eugene; housekeeper, Louis Rogers of Independence; Beau Brummel, Fergus Reddie; Prince of Wales, George Panto; Sheridan, George Jamison of Portland; Maitre, the Keene of Eugene; Mortimer, Fred Dodson of Baker; Courtney, Carl Miller of Medford; Abraham, Silvio; Elisma of Portland; Simpson, George Stearns of Prineville; first bailiff, Glen Fuller of The Dalles; second bailiff, Vincent; Vincent, Randall Scott of Springfield.

Sardou's "Suzanne," a brilliant French comedy of the hoop skirt period, will be presented in Guild hall on the campus April 30 and May 1, with Miss Charlotte Ranford of Portland, instructor in public speaking, in the title role of Suzanne de Riveville, and Helen Casey of Roseburg as Louise de la Glaciere. Others in the cast are Loeta Rogers as Mlle. Zenobe, Marion Gilstrap as Mathilde, Vera Van Schoonhoven as Mme. Dupont, Helen Casey as Pauline, Fred Dodson as Baron de la Glaciere, Claire Keany as Prosper Courmont, George Stearns as Anatole, Carl Miller as Baptiste, and Stanley Elisman as Francois.

LARCH SLOPE RESERVED

NEWS RECEIVED OF PRESIDENT SIGNING BILL.

Effect Is to Keep 26,000 Acres on Columbia Highway for Use of General Public.

The north slope of Larch mountain has been made a government reservation, that the president had signed the Larch mountain bill was received in Portland yesterday.

The effect of the enactment is to save for public pleasure a total of 26,000 acres along the Columbia highway, 14,000 having already been set aside in Columbia gorge park, and the Larch mountain bill, covering 20 sections or 12,000 acres.

The bill will have the effect of saving Multnomah falls and Onondaga creek and Larch mountain for the preservation of the north slope of Larch mountain has been agitated for years. It includes the watersheds of Multnomah falls and Onondaga creek, and lumbering operations were in a fair way to destroy both streams.

The bill was originated by the Trails club through a committee composed of Thomas Sherrard, chief forester for Oregon, and W. J. Hofmann. The measure was introduced by Representative McNary, simultaneously by McNary, simultaneously.

Most of the land reserved is in the hands of private owners and should they decide to exchange their property, the object will be lost. Supporters of the project, however, do not believe the owners will refuse to add Larch mountain slope to Columbia gorge park. Those who are willing to exchange for other small tracts of property elsewhere in the ownership of the government, will be enabled to do so through the forest office in Portland.

Action by the Portland Chamber of Commerce and by civic organizations resulted in prompt action being taken recently in congress.

TRADE EXPERTS COMING

EX-SECRETARY TO SPEAK IN PORTLAND MONDAY.

Paul P. Withem, U. S. Commissioner to China, to Give Lecture at Library in Evening.

Portland business men will have a chance next Monday to learn something of the importance of foreign trade and recent port and shipping development here. W. C. Redfield, former secretary of commerce, will be the speaker at the members' forum of the Chamber of Commerce at the luncheon Monday, stopping over here for a day en route home after attending the national foreign trade convention at San Francisco.

Monday evening at 8 o'clock Paul P. Withem, United States trade commissioner to China, will give an illustrated lecture on China at Library hall. The public is invited to attend this lecture, which will be admission free, and the members of the foreign trade club will attend in a body.

Elliot G. Mears, trade commissioner of this country to the Levant will arrive in Portland this morning to spend the day. He will make his headquarters at the Chamber of Commerce.

LIMIT ON PACKERS DECLARED NEEDED

Domination of Livestock Industry Is Charged.

SENATE HEARS KENDRICK

Control of Big Stock Markets Won One by One Is Assertion; Economic Law "Suspended."

WASHINGTON, May 21.—The "big five" meat packers dominate the livestock industry so completely that enactment of federal regulation legislation is necessary, Senator Kendrick, democrat, Wyoming, author of bills for that purpose, asserted today, addressing the senate.

"One by one the big stock markets have passed into their power," he said, "until today they control not only the 14 principal markets, but 14 others as well, so that their domination of the industry is all but complete. During the year 1916 more than 76 per cent of all the stock handled in interstate commerce passed through their yards."

The packers obtained their position, he said, by suspending economic law and defying statute law.

The per capita meat consumption of the country and the number of its livestock had been dropping off, the senator said. Hogs only had increased in number, due to the fact that independent packers still had a large measure of control, he added.

"As conditions stand today," he continued, "the thousands of producers and millions of consumers who are so interested in what goes on in livestock markets are wholly without protection."

Protests against charges of profiteering being lodged against the meat packing industry were presented to Vice-president Marshall and Speaker Gillette today by 60 firms styling themselves the "independents." The signers of the protest offered to prove to congress and the public that average profits represent less than five cents on the meat bill of an average family.

Charges of profiteering, they declared, have injured the meat packing industry, the farmer and livestock producer.

PARTY OFF FOR VICTORIA

Hudson's Bay Company Celebration Proving Attractive.

VANCOUVER, Wash., May 21.—(Special.)—More than 50 people from Vancouver will go to Victoria, B. C., Saturday night to take part in the 250th anniversary celebration of the founding of the Hudson Bay company. At least 50 more former residents of Vancouver now living in Victoria are expected to join the party en route.

Vancouver in 1924 will celebrate the 100th anniversary of the erection of a Hudson Bay trading post here and it is hoped the company will take part on that occasion.

Post Card 8 Years On Way.

OTTUMWA, Ia., May 21.—A postcard, almost eight years on its way, was received in Kansas City by an Ottumwa woman to a friend here, has just been delivered to the addressee.

Warship to Be Commissioned.

NEW YORK, May 21.—The super-dreadnaught destroyer, one of the largest warships in the world, will be commissioned at the New York navy yards June 3, it was announced here today.

Logger Injured by Fall.

Ole Larson, 59, a logger from Decatur, fell on the pavement at Second and Couch streets last night and injured his head. Physicians say his skull may have been fractured. He was taken to St. Vincent's hospital.

The world's production of sugar in 1919 was estimated as 27,454,540,000 pounds.

STARTING TODAY For 4 Days ONLY



If you think you know money when you see it, WAIT TILL YOU SEE "HIS WIFE'S MONEY"

He a westerner, full of pep; She an easterner who could step. She had money, he had none; So they married on the run. Later on as time went by, She flew a little bit too high, And what HE did is plainly seen Inside today upon our screen.

GET GOIN'!

PHILIP PELZ conducting
PEOPLES SYMPHONIQUE ORCHESTRA

Peoples

TWO CONCERTS
Afternoon and Evening

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ON WITH THE DANCE!



SECOND WEEK

Most people think this the best of the big Columbia specials. We are holding it over to give you all a chance to see it.

COLUMBIA ORCHESTRA

Afternoons and Evenings—Orchestra
Matinee at 2:30 P. M.

SECOND WEEK

A throbbing story of cabarets, jazz, high lights, love, of various sorts, and night life on Broadway's Great White Way.

Admission—
Afternoon, including Sunday 25c
Nights 35c and 50c
Children 10c
(Including tax)

