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COMMONS CHEERS MOVE TO DISARM

Harding's Message Is Received With Pleasure.

PREMIER SPEAKS FOR EMPIRE

World Declared Expectant of Action by America.

INITIATIVE IS PRAISED

Lloyd George Declares China Will Be Treated as Independent in Pacific Conference.

LONDON, July 11.—(By the Associated Press.)—Premier Lloyd George, in a statement to the house of commons today gave a full and frank explanation of the steps leading to the proposed conference for the discussion of armaments. The first principle of the British policy, he declared, was friendly co-operation with the United States.

"We are all convinced," said the premier, "that upon this, more than any single factor, depends the peace and well-being of the world."

The initiative of President Harding with respect to an international conference on the limitation of armaments had been received with the utmost pleasure by Great Britain, said Mr. Lloyd George, adding that he spoke for the empire as a whole. The house cheered this statement.

Close Friendship Wanted.

At the same time, he said, Great Britain desired to maintain close friendship and co-operation with Japan, which harmonized the influences of the two great Asiatic powers and constituted an essential safeguard to the well-being of the British empire and the peace of the east. The "open door" in China was another aim of the government, he added, together with opportunity for peaceful progress and development of the Chinese.

Both Great Britain and Japan desire that the Anglo-Japanese agreement be brought into complete harmony with the covenant of the league of nations, continued the premier. Notice to this effect had been given to the league. The latter statement developed the fact that Lord Curzon, secretary for foreign affairs, and Baron Hayashi, the Japanese ambassador at London, had signed on July 7 the new joint note to the league of nations in which, after reference to the previous joint note in 1920, it was set forth that:

"The British and Japanese governments hereby notify the league that pending further action, they are agreed that if any situation arises while the Anglo-Japanese agreement remains in force, in which procedure prescribed by the terms of the agreement is inconsistent with procedure prescribed by the covenant of the league of nations, then the procedure prescribed by said covenant shall be adopted and shall prevail over that prescribed by the agreement."

There were only two occupants of the distinguished visitors' gallery during the prime minister's statement—the American ambassador, Mr. Harvey, and the Chinese minister, Dr. Wellington Koo. Baron Hayashi was not present, but two assistant secretaries of the Japanese embassy in the public gallery took notes.

Query on China Answered.

John Ward, independent labor, asked the premier, if China would be treated as "a sovereign power." The premier, looking at Dr. Koo, replied that China would be treated as "what she is—an independent."

The premier's more important declarations were greeted with cheering and a show of enthusiasm seldom equaled in the house.

"The world has been looking to the United States for such a lead," Mr. Lloyd George declared in referring to President Harding's message. "I am confident that the house will esteem it as an act of far-seeing statesmanship and will whole-heartedly wish it success. No effort will be lacking to make it so on the part of the British empire, which shares to the full the liberal and progressive spirit inspiring it."

Colonel Harvey in Gallery.

Colonel George Harvey, the American ambasador, was in the gallery of the house to hear the prime minister's statement.

Mr. Lloyd George began his statement by referring to the Anglo-Japanese treaty. He said the Japanese government took the view that no notice of denunciation of the treaty had been given, and that this view also was held by Lord Curzon, the foreign minister. The matter was referred to the lord chancellor, the prime minister declared, who held that no notice had yet been given and that the treaty therefore remained in force until denounced.

It was, however, Mr. Lloyd George said, the desire of both parties that the agreement be brought into complete harmony with the covenant of the league of nations.

"When I told the house last Thursday I hoped to be in a position to make a statement on the Pacific and far eastern questions today," the prime minister declared, "I was wait-

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EMERGENCY FLEET BOARD IS SELECTED

NEW BODY TO CO-OPERATE WITH PRIVATE OPERATORS.

Aim Is to Speed Day When Government Can Retire From Ship Operations.

WASHINGTON, D. C., July 11.—Appointment of J. Barston Smull, New York; William J. Love, New York, and A. J. Frey, Los Angeles, as the new board of operations of the emergency fleet corporation, was announced late today by Chairman Lasker of the shipping board.

Three members of the board become vice-president of the emergency fleet corporation, and with Chief Counsel Elmer Schlesinger and one more vice-president to the appointed, will constitute the directorate of the emergency fleet corporation. Chairman Albert Lasker will serve as president of the operating board.

Mr. Smull, who was the unanimous choice of the ship owners and operators, is a native of New York. He is vice-president of the New York Produce Exchange and a member of the firm of J. P. Winchell & Co., ship brokers. During the war Mr. Smull was associated with the shipping board as a member of the chartering committee.

Mr. Frey was formerly in charge of the ship construction division of the Southern Pacific district of the shipping board. For the past year he has been general manager of the Los Angeles Steamship company.

Mr. Love served as director of trades and allocations under the shipping control committee during the war. Until recently he was assistant manager in the United States for Furness, Withy & Co. of Great Britain.

In announcing the appointments Chairman Lasker pointed out that the first step in the reorganization of the board had been taken with the approval, in detail, of the president.

"By close co-operation with the owners and operators of American ships as well as of the shippers themselves," he said, "the board now has selected as officers the best shipping brains that the country and the shipping interests have to offer.

"If we fall down now," said Mr. Lasker, "we have no alibi.

"The big aim of the board is to speed the day when the government can get out of ship operations and turn the ships over to private interests, but that will not be done until things are running smoothly under the present effort as a partnership plan and private operators are ready to take over the work."

Mr. Lasker said salaries for the three operations board members would total $95,000, which, he added, will "be divided approximately equally."

AMERICAN VESSEL AFIRE

Crew Is Taken Off Western Front, Built on Puget Sound.

LONDON, July 11.—The American steamer Western Front of Seattle, which left Jacksonville on June 23 for London and Hamburg, was afire six miles south of The Bishop's and was beyond assistance, according to Lloyd's.

The steamer British Earl, which sent the wireless message telling of the fire, added that she was taking off the crew of the Western Front.

SEATTLE, Wash., July 11.—The United States Shipping Board steamer Western Front was built by Skinner & Eddy Shipbuilding corporation here for Mitsui & Co., and completed in 1917. She was taken over by the United States government in August, 1917. She was formerly known as the Nikkosan Maru and later as the Indiana.

She is of 8617 deadweight tons displacement, 409.7 feet long, with a width of 54.1 feet and a draft of 27.1. She was rated by Lloyd's as 100-A-1. She was last on Puget Sound in December, 1917, according to records on file at shipping board headquarters here.

CURB PUT ON DIVORCEES

Canadian Province Acts to Prevent Evasion of Law.

VANCOUVER, B. C., July 11.—Application of a new policy, whereby persons from the state of Washington known to have been divorced within six months, will not be allowed to remarry here, was announced today by the marriage license bureau. It was said the new ruling was first applied to a Seattle couple, one of whom, the provincial authorities learned, had been divorced but a week.

A Washington law prohibits remarriage within six months. It was explained that many couples, thinking they could violate the law with safety by crossing the international border, had married within the statutory period. The provincial government is described as being desirous of seeing the Washington laws enforced.

PICKFORD APPEAL BEGUN

Nevada Attorney-General Takes Exceptions to Divorce Rulings.

RENO, Nev., July 11.—As the first step in an appeal from the Mary Pickford case decision of Judge Langan last week, in which he granted the motion to quash the service of summons on the actress to show cause why her divorce should not be set aside, the state attorney-general today filed his bill of exceptions at Minden courthouse.

He took exception to the ruling that the state was represented by the court itself at the hearing and also to the ruling that the granting of the decree estopped the state from further proceedings.

MOVIE PRODUCERS NAMED AT FROLIC

Lasky and Zukor Said to Have Attended.

$100,000 HUSH FUND CITED

District Attorney Accused of Assisting in Protection.

12 WOMEN ARE GUESTS

Prosecutor Said to Have Agreed Not to Act if Complainants Could Be Satisfied.

BOSTON, July 11.—A midnight frolic of four years ago at Mishawum Manor, a roadhouse in Woburn, said to have been conducted by a woman known as "Brownie Kennedy," whose guests included several motion picture producers, was described today at the hearing on a petition for the removal of Nathan A. Tufts, district attorney of Middlesex county.

The hearing, resulting from charges preferred by Attorney-General Allen, who alleges, among other things, that Tufts was concerned in a conspiracy for which the motion picture men paid $100,000 to escape prosecution threatened on account of their presence at the Mishawum dinner party, is being held before the full bench of the supreme court with five justices sitting.

Ex-Mayor's Name Included.

James M. Curley, who at the time of the dinner was mayor of Boston, was mentioned with several others in a deposition made by Hiram Abrams, one of the motion picture men, but no charge of conspiracy was made against him. Abrams said that it was because of a communication from Curley, saying that a "serious matter was likely to arise," that he came to Boston about two months after the dinner and later was present at an interview with District Attorney Tufts. Abrams is president of the New England Baseball league.

The affair at Mishawum Manor took place, according to the charge, March 6, 1917. It followed a dinner to "Fatty" Arbuckle, held at the Copley Plaza hotel in this city. About 20 or 25 persons were present at the Woburn party, Abrams said in this deposition, and there were ten or 12

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CONGRESS MAY HEAR PRESIDENT ON BONUS

DELIVERY OF MESSAGE IN PERSON EXPECTED SOON.

Harding Makes Decision at Conference of Republican Leaders; Session to Be Joint.

WASHINGTON, D. C., July 11.—White House officials indicated today that President Harding probably would deliver in person his special message to congress regarding bonus legislation. Under this programme the senate and house would hold a joint session to receive the message, which probably will be presented within a day or two.

Mr. Harding returned to the White House today from a week-end cruise down the Potomac to Chesapeake bay and continued work on his message, which he was understood to have started during his trip.

Plans for the president's address to the senate were discussed late today by the executive with Senator Lodge of Massachusetts, republican leader, and Senator Curtis of Kansas, republican whip.

It was understood that the bonus bill would be the only subject touched upon in the address and that suggestions for a joint address to the congress or the transmission only of a message have been abanoned.

The president, it was said, had expected to address the senate toay but was prevented by pressure of other business. He is now expected to speak in the senate chamber tomorrow afternoon.

It will be the second time President Harding has addressed the senate, the first time being when he presented his cabinet nominations at an executive session.

Decision to address the senate on the bonus bill at the earliest opportunity was reached by the president in conference with the republican leaders at the White House while the senate was debating the measure. Senators Lodge and Curtis were said to have given him assurances that a motion to recommit the bonus bill would be adopted.

When the senate resumed consideration of the soldier bonus bill today, Senator Norris, republican, Nebraska, introduced an amendment "directing" the secretary of the treasury to collect interest due on allied debts, the fund to be set aside for the bill's expense.

"Why is it the governments cannot pay their interest?" Senator Norris asked, adding that in some cases it presumably was impossible, and in a few instances that the entire loans would be lost.

"Yet in the main the foreign governments are paying interest on their own bonds just as we are," he said.

Senator Norris said he was advised by the treasury that accrued interest on the foreign loans on May 15 was $922,000,000. Greece and Cuba alone, he said, had paid all the interest.

Senator Reed, democrat, Missouri,

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MYSTERY STEAMER REPORTED PROWLING

FREIGHTER REPORTS IT WAS CIRCLED AT NIGHT.

Craft, Bearing Only One Light and Ignoring All Signals, Then Speeds Away.

NEW YORK, July 11.—(Special.)—Two more reports of strange happenings out on the Atlantic were brought here today by steamships. The little Norwegian freighter Fort Morgan came into port raked and torn from a collision south of Diamond shoals with an unidentified schooner that was sailing without lights, officers of the Fort Morgan said.

Then the British freighter Croxteth Hall reported that a mysterious steamer, running without lights, circled around her 750 miles southeast of Halifax and vanished in the night without giving her identity.

It takes quite a ship to sail around the Croxteth Hall, which was formerly one of the German freighters and steams along at ten knots and better. She came from Antwerp.

Her master, Captain Spence, said the stranger, which appeared to be a small freighter, was first sighted ahead, showing a stern light. The Croxteth Hall caught up with her and the latter suddenly veered off and dropped astern. Then the stranger, with a burst of speed, came right at the Britisher and passed up around her.

The steamer's lights were out. The red and green running lights of the strangely-acting vessel were not burning and when the Croxteth Hall first overhauled her the stern light disappeared.

Repeated efforts were made by Captain Spence to signal the other vessel by flashlight code and wireless, but she did not answer the inquiries as to her identity. She ran with the Croxteth Hall for a time and then moved off out of sight.

Captain Spence first thought the other ship might be one of the ice patrol boats. After he made his report to Sanderson & Sons, agents here for his ship, officials of the company said they did not connect the occurrence with the many suspicions of a mystery ship with piratical intent operating out at sea.

The Fort Morgan came into port just after the Croxteth Hall, with her funnel torn down and wreckage strewn about her deck from her collision. She is a 1120-ton freighter operated by the Federal Steamship company and brought a cargo of bananas from Jamaica. When she came steaming up the coast without a funnel the men on the pilot boat could hardly believe their eyes. John L. Hall, a pilot, boarded her and did not know what she was.

When she was 60 miles south by east of Cape Hattaras at 8:30 P. M. Saturday a sailing vessel without lights was passed. Half an hour later Early Hangsrud, the lookout on the

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STYLES HAVE CHANGED IN AMERICAN TOURISTS ABROAD.

BEFORE THE WAR, 1914.

AFTER PROHIBITION, 1921.

FRUIT SALE UNION AIM OF 6 STATES

Growers of Northwest in Conference Here.

PROBLEMS ARE DISCUSSED

Local Co-operative Units Held of Small Benefit.

MEETING LASTS 3 DAYS

Oregon, Washington, Idaho, Utah, Montana and California Delegates Plan Big Association.

Fruit growers of the northwest need an organization capable of handling their combined output and of placing it to best advantage on the markets of the world, declared representatives of growers' associations and fruit men from six states at the western fruit marketing three-day conference which opened yesterday under the auspices of the farm bureaus of northwest states at the Portland Chamber of Commerce.

Annual conferences of a similar nature will be held each year until a suitable organization is perfected, according to the decision reached yesterday by the delegates representing the fruit growing interests of Oregon, Washington, Idaho, California, Montana and Utah.

Problems Are Presented.

The founding of an organization to meet the needs of the fruit men presents a number of problems that must be worked out before the association can enlist the support of all the growers in the territory affected, delegates in attendance pointed out. The need of such an organization is shown in the defects of the present marketing system, they declared, and its practicability in the success of such organizations as the Florida Citrus exchange and the California Fruit Growers' exchange. The remaining two days of the conference will determine the course of action to be pursued.

Dr. W. H. Walker, president of the California Farm Bureau federation, presented an outline of the benefits to be obtained by a marketing system that had control of the fruit output of the entire region.

Waste Elimination Sought.

It would prevent the dumping of products upon the market with consequent waste and resultant scarcity, he declared. The united efforts of all the growers of one region would be a great factor in extending the trade field and building up a public demand for their products through advertising and the establishment of a reputation for quality, he said. The interests of the fruit growers are identical and they should work together as business associates and not as competitors, he added.

Arthur M. Geary, Portland attorney, made a plea for the continuance of the effort to build up a great association of fruit growers by making the convention an annual affair.

"It is well to have an annual convention of fruit growers to keep in plain view the mission of the movement," said Mr. Geary. "The mission is to get economical and efficient distribution of fruit where there is now chaos, waste and disorder.

Local Units Criticised.

"Most local co-operative associations among fruit growers, working independently, are hardly worth their upkeep; but if they would co-operate with each other and have one sales manager for all of the co-operative associations in the northwest and eliminate some of their employes, a long step would be taken forward toward gaining efficient and economical distribution."

"The situation confronting the farmers at present is more serious than at any time since the civil war," said Prof. C. I. Lewis, assistant general manager of the Oregon Growers' association. "But it may result fortunately in forcing them to solve their problems."

Speakers emphasized that, although the present small associations have not given universal satisfaction and have reached a point where their inability to reach the world's markets in the most effective manner, the growers must be convinced that a larger organization would incorporate many of the features of the local associations. The main result to be achieved is to create confidence in the ability of the larger association to do the work cut out for it.

General Manager Proposed.

With this end in view, it was indicated yesterday that efforts would be directed toward establishing an organization that would provide a sales manager or general manager to handle the disposal of all represented by it. The present local associations will probably be retained, it was indicated, with their secretary to care for their immediate needs. The more costly part of each small organization, the sales managers, would be absorbed by the other association, according to the way plans were shaped yesterday.

The conference will be continued today and Wednesday with speakers

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ONE COURTHOUSE IN KLAMATH IS ON SALE

HOT SPRINGS BUILDING TO BE KEPT, COURT RULES.

Completion of "Official Structure" With Funds From Disposal of Other Is Ordered.

KLAMATH FALLS, Or., July 11.—(Special.)—The Hot Springs building is the official courthouse of Klamath county, according to a decree of the county court, issued today, and the Main street building will be sold and the proceeds applied to the completion of the Hot Springs structure.

The order affirmed that Judge Bunnell was elected April 23, 1918, to "re-establish the former policy of the people of Klamath county of constructing the county courthouse on block 18, Hot Springs addition," and that said policy was reaffirmed by the subsequent election of Commissioner Fordyce and the re-election of Judge Bunnell and Commissioner Short.

An order of sale of the Main street courthouse was enjoined by Judge Calkins and the injunction today was still in force. The court declared that it would cost $27,000 to complete the Main street courthouse and there is no money available, but that money from special levies made in 1913, 1914 and 1918, with the probable receipts from the sale of the Main street building, is available and is sufficient to finish the Hot Springs courthouse.

SUNDAY TRAINS ASSAILED

Methodists Also Want "Blue Law" to Exclude Newspapers.

NASHVILLE, Tenn., July 11.—Enactment of a Sunday "blue law," prohibiting among other things the operation of Sunday trains, and excluding Sunday newspapers from the mails, will be urged by the Methodist Central Sabbath crusade committee in a petition to be presented to congress this week.

This was announced today by Noah W. Cooper, chairman of the committee.

JUDGE PUNISHES HIMSELF

Offending Magistrate, Arrested, Assesses Fine and Pays It.

JAMESTOWN, N. D., July 11.—Records of the police court here today show that J. A. Murphy, the magistrate, fined himself on the charge he lodged against himself for driving his automobile on the wrong side of the street to avoid an accident.

Murphy was arrested by a patrolman who thought the magistrate "was trying him out." He paid the fine.

TRIPLETS SWELL FAMILY

Birth of Two Girls and Boy Gives Parents 17 Children.

STOCKTON, Cal., July 11.—The wife of Nick Coddy of this city gave birth yesterday to two girls and a boy. One of the girl babies weighed five pounds and the other children 4½ pounds each.

The arrival of the triplets makes 17 children born to the Coddys, who are of Syrian blood. This is the second set of triplets to arrive in the family and there have also been twins.

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AUTO BUS FORCES CUT IN RAIL FARE

Round Trip Rate Restored by Oregon Electric.

WEEK-END TRAFFIC SOUGHT

Hill Roads Make Bid to Recover Lost Patronage.

PUBLIC HELP IS WANTED

Points in Willamette Valley as Far as Salem and on North Bank to Rainier Affected.

Restoration of reduced round-trip fares over a large portion of the Oregon Electric lines in the Willamette valley and on the Spokane, Portland & Seattle line to lower Columbia river points was announced yesterday by W. D. Skinner, traffic manager of the Hill lines in Oregon.

The new schedule is aimed at competing auto-bus lines and has been established in an effort to restore the passenger traffic to its former basis.

The new rates, which include one-day round-trip fares and week-end round-trip fares, will become effective July 14 and July 16, respectively. They have been announced to expire September 30, 1921, unless cancelled or extended.

The territory affected includes the main Oregon Electric line as far south as Salem, all points on the Portland-Forest Grove Oregon Electric line and Rainier and intermediate points between Rainier and Portland on the Spokane, Portland & Seattle line. The passenger rates between Salem and Eugene on the Oregon Electric and on the Spokane, Portland & Seattle below Rainier were not changed.

Cut Is About 25 Per Cent.

The new rates for the week-end round-trip tickets are approximately 25 per cent lower than the present rates. The one-day round-trip tickets are 15 per cent under the present rate.

"We are trying to put the Oregon Electric on its feet," declared William F. Turner, president of the Spokane, Portland & Seattle, yesterday, "and we hope that the public will recognize the fact."

The authorization for the reduction was gained from the public service commission in record time. Formal request for a reduced schedule was filed on July 9 and authorization was granted yesterday morning, according to Mr. Skinner.

The move of the Oregon Electric is the first to restore the popular round-trip rates of pre-war days which were discontinued by the government railroad administration.

Although the action was frankly a bid for the aid of the public to prevent the busses from throttling the interurban passenger service, it was regarded by many as a test of the present-day criticism that high rates have killed the railroad business. The volume of the passenger traffic following the reduced rates will be watched from this angle by a great many people.

The new rates are for round trips only and have no effect upon the one-way service. Between Portland and Salem they will represent a saving of 97 cents on week-end round trips and 57 cents on one-day round trips.

Other Reductions Similar.

All intermediate points and all points affected on both lines will show a similar reduction. The fares are figured broadly on 75 per cent of double the one-way charges for week-end round-trip rates and 85 per cent of double the one-way charges for one-day round-trip rates.

The new rates follow:

Oregon Electric Railway.

Week-end round-trip fares (including war tax) between Portland, Or., and—

Broadacres	$2.10	Moffat	$1.20
Chemawa	2.80	Oak Park	1.40
Claxtar	2.85	Orenco	1.20
Concomly	2.40	Quatama	1.20
Cornelius	1.45	Quinaby	2.65
Deaf School	2.55	Race Track	1.55
Donald	2.10	St. Louis	2.80
Fellers	2.15	Salem	3.00
Forest Grove	1.60	Scollard	2.10
Hayesta	1.30	Sewell	1.20
Highland	3.00	Varley	1.40
Hillsboro	1.20	Wacondah	2.20
Hopmere	2.60	West Woodburn	2.10
Loganville	2.10	Wistaria	1.20
Milkapsi	1.20	Woodburn	2.10

One-day round-trip fares (including war tax) between Portland, Or., and—

Broadacres	$2.40	Oak Park	$1.50
Chemawa	3.20	Orenco	1.25
Claxtar	3.30	Quatama	1.25
Concomly	2.75	Quinaby	3.05
Cornelius	1.55	Race Track	1.65
Deaf School	3.40	St. Louis	2.60
Forest Grove	1.70	Salem	3.40
Hayesta	1.60	Scollard	2.40
Highland	3.40	Sewell	1.25
Hillsboro	1.25	Varley	1.50
Hopmere	2.90	Wacondah	2.85
Loganville	2.40	West Woodburn	2.40
Milkapsi	1.25	Wistaria	1.25
Moffat	1.25	Woodburn	2.40

Spokane, Portland & Seattle Railway.

Week-end round-trip fares (including war tax) between Portland, Or., and—

Scappoose	$1.20	Tide Creek	$2.10
Honeyman	1.40	Charlton	2.20
Warren	1.40	Nehalem Jct.	2.30
McNulty	1.60	Gable	2.30
St. Helens	1.60	Prescott	2.49
McBride	1.80	Oasis	2.70
Deer Island	1.95	Rainier	2.70

One-day round-trip fares (including war tax) between Portland, Or., and—

Scappoose	$1.35	Tide Creek	$2.50
Honeyman	1.50	Charlton	2.60
Warren	1.65	Nehalem Jct.	2.60
McNulty	1.85	Gable	2.60
St. Helens	1.85	Prescott	2.85
McBride	2.05	Oasis	2.95
Deer Island	2.30	Rainier	3.05

The following table, showing present one-way and round-trip fares and the new week-end and one-day round-trip fares, will illustrate the extent of the reduction

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