



NEW WAR PLOT LAID TO BERLIN

Germany Is Preparing Says Clemenceau.

LUDENDORFF IS ACCUSED

Move Against Democratic Government Already Declared Afoot.

GREAT CRISES ARE FACED

European Situation Is Reviewed and Action of Turks and Soviet Cited.

NEW YORK, Nov. 21.—(By the Associated Press.)—The militarists of Germany already are preparing another war, Georges Clemenceau, war premier of France, declared tonight in the first address of his American tour.

"Don't you read the newspapers?" he demanded. "Don't you know what that means?"

The Tiger of France, speaking fervently at the Metropolitan opera house, reviewed the situation in Europe, pointing to a rapprochement of the Turks and soviet Russia as ominous war clouds.

German Coup Suspected.

In the meantime, he declared, Ludendorff and other German militarists were planning a coup against the democratic government there.

Describing the present as a time of "greatest crises," he urged that the United States should renew conversations with France and England, which, without definitely committing this country to any set programme, would present to German eyes a picture of the three unpleasant folk who faced her in the war.

He said that sooner or later America would have to interest herself in the post-war affairs of Europe, because she could not continue to be comfortable and wealthy if Europe was covered with blood.

Hope for Peace Expressed.

He expressed hope that the United States might establish a plan as to what was to be done in carrying out the terms of the peace treaty and join with England and France in imposing it upon Germany.

He was frank in his criticism of America's post war attitude, declaring that America had a large share in imposing the peace terms and had a duty to see that they were enforced.

Challenging the worth of Germany's signature to a treaty, the Tiger declared that if France had known in 1918 that reparations would have been unpaid four years later, she would have gone on to Berlin.

He received a great burst of applause for the assertion.

M. Clemenceau, who protested that he came to America on no official mission but as a private citizen to present the truth as he saw it, declared that reparations was an American idea, because President Wilson had come forward with his famous 14 points, and the armistice represented essentially the American point of view.

At mention of Woodrow Wilson there was another great burst of applause.

Great Crisis Declared Faced.

Expressing the hope that America could find some way of renewing conversations with France and England, looking toward enforcement of the peace treaty, Clemenceau said:

"I don't want to speak of the league of nations. But I might, I might."

The Tiger said he did not believe in the league as a means of preventing war, but that he believed in it as a means of arranging matters, deferring war and giving peoples time to think.

"You have seen one of the greatest dramas in the world," he said. "We are now in the greatest crisis. Nobody knows when it will

SUITOR KILLS SELF WHEN WIDOW FLEES

WOMAN ESCAPES WHILE MAN IS HUNTING PISTOL.

Portland Commits Suicide After Threatening to Shoot Object of Affections.

ST. HELENS, Or., Nov. 21.—(Special.)—Enraged because she refused his proposal of marriage and determined that her affections should not be given another, William Wilson, aged 53, of Portland this morning attempted to take the life of Mrs. Ellen Evans and, not succeeding, sent a bullet through his head.

Wilson, who had been keeping company with Mrs. Evans for the past two years, came from Portland Saturday and was a guest at the Evans home. After breakfast, when Mrs. Evans' 20-year-old son had gone to work, Wilson renewed his proposals and was again refused. He then asked for a promise that Mrs. Evans would not receive the attentions of other men while he was away. She declined to promise this. Leaving her in the kitchen, he went to the room where he had occupied the night before, packed his grip and fully dressed as if to depart. Coming into the kitchen, he seized Mrs. Evans by the throat, stating that he was going to kill her. Evidently thinking he had his pistol with him, he reached for his hip pocket and, finding it was not there, went to the bedroom to get it.

While he was gone Mrs. Evans escaped through the kitchen door and ran to the house of a neighbor close by. As she entered the neighbor's back door Wilson appeared on the porch of the Evans home, pistol in hand. Seeing that the woman had escaped, he stepped into a woodshed near the porch and fired a bullet through his head. Sheriff Wellington was notified and went to the scene. Neither of the women had heard the report of the pistol and thought Wilson was hiding in the house.

The sheriff discovered his body in the shed. Life was extinct.

Mrs. Evans resided in St. Helens for the past year and prior to coming here lived in Warren. Her husband died three years ago and for the past two years Wilson, who was an intimate friend of Evans, has been paying her attentions. Coroner White is trying to find relatives of the suicide and his two daughters, who are reported to live somewhere near Portland.

HILLO IS HIT BY QUAKE

Considerable Excitement but No Damage Is Reported.

HILO, Island of Hawaii, Nov. 21.—(By the Associated Press.)—A slight earthquake was experienced here early this morning, but no damage was reported. The tremor caused considerable excitement because of reports from the United States Sunday telling of an earth disturbance that had practically wiped out the city. These reports were due to a mistake in radio reading.

ALGIERS, Nov. 21.—(By the Associated Press.)—Two earth shocks yesterday, following five tremors Sunday evening, sent the inhabitants of Frontenot, near Cavalaire, into the open country.

The quakes damaged the principal buildings so that they are crumbling.

BRITONS VOICE PROTEST

Ship Owners Complain of Competition of Americans.

WASHINGTON, D. C., Nov. 21.—British shipowners are complaining because of competition by American ships in the trade between Great Britain and the United States, according to official reports received today by the government from Hull, England.

British steamship companies assert the reports declared, there is growing evidence that American exporters are diverting to American vessels traffic which ordinarily would be carried in British bottoms, frequently in spite of express stipulations that British tonnage should be employed.

DIVORCED COUPLE DEAD

Husband, It Is Thought, Slew Wife and Then Took Poison.

ST. JOSEPH, Mo., Nov. 21.—When an undertaker called at the home of Mrs. Christian Kern today to notify her that her former husband had been found dead in a lodging house, her lifeless body was discovered on a bed with a scarf tied tightly around the neck. Investigation, the police said, leads them to believe that Kern had gone to her home and strangled her and returning to the lodging house had taken poison.

The couple were divorced several months ago. Kern was 55 and his wife 50 years old.

DEATH ENDS LONG FAST

Woman Succumbs After Going 50 Days Without Food.

RENO, Nev., Nov. 21.—Death today ended a 50-day fast by Mrs. Pearl A. Cochran, 35. Her physician said last night she had not had a morsel of food during that time.

A year ago she had her attorney swear out a warrant charging herself with insanity, but at the time was regarded as sane. She told him and her physician that food of any kind did not agree with her and would eventually kill her.

SENATORS SEAT GEORGIA WOMAN

Mrs. Felton Takes Oath at Epochal Ceremony.

CROWDS WITNESS SCENE

Speech of Walsh, Montana, Delays Historic Event.

CHIVALRY CARRIES DAY

"Grand Old Lady" Smiles When Called to Rostrum to Give Her Pledge to Country.

WASHINGTON, D. C., Nov. 21.—Mrs. W. H. Felton of Georgia took the oath of office today as the first woman United States senator.

It was true that her term probably will be only for a day, but the ceremony crowned with success the efforts of the 87-year-old woman had made to "blaze the path for American womanhood" in the senate, and it was indicated that she would be content to step aside tomorrow in favor of Walter F. George, who was elected November 7 as her successor to fill the unexpired term of the late Senator Watson. It was to fill a vacancy caused by his death that Mrs. Felton was appointed last September to serve until the November elections.

Senate Chamber Is Crowded.

The seating of Mrs. Felton attracted a crowd to the senate which rivaled that which had greeted President Harding a short time before at the house, where he addressed congress in joint session. And she was at once showered with congratulations upon the signal honor.

When she was directed to proceed to the rostrum for the administering of the oath of office, her face broke into a smile. On the arm of Senator Harris of Georgia and lifting her gown daintily, she walked down the center aisle and up to the vice-president's desk, where Senator Cummins, Iowa, president pro tempore, was presiding in the absence of Vice-President Coolidge.

President Pro Tempore Saluted.

As Senator Cummins motioned for her to raise her right hand, she exhibited her only sign of unfamiliarity with the proceedings, waving her hand to Mr. Cummins and smiling as if receiving a similar salute. Senator Harris nudged her arm, however, and she then raised it, gazing intently at Senator Cummins as the oath was delivered and giving her response in a low voice.

The seating of Mrs. Felton had been expected, in view of the tacit agreement of senate leaders to interpose no objection in the face of possible technical precedents as to her status after the election November 7 of her successor. But for a time today it appeared as though

NECKLACE GIVEN UP TO HELP FILL CHEST

CAMPAIGN IS CARRIED INTO EVERY PART OF CITY.

Little Stories of Life Hearten Worker in New Belief; Drive Made Excellent.

A drive, even for human happiness is a good deal like any other project—it must leave the estimate before its velocity can be estimated. That is why the captain of the Community Chest campaign, which enters its third day this morning, are somewhat reluctant to predict a brief and forceful finish. For, so they maintain, at least the half of a week is required for impetus and public education, or muscle velocity. Believing this, from the experience of other drives, they are making no boasts nor are they flitting with gloom.

"We are confident," said General E. C. Sammons, chairman of the executive committee, "that our flying squadron and field organization are superior to those of the past. We have profited by the mistakes of other years. Within the next day or so the returns will demonstrate the attitude of the city toward a great philanthropic enterprise—and will indicate the tactics that must be employed to finish the campaign and fill the chest.

"It is too early to be gladly optimistic, too early to be downcast—and we are neither one nor the other. We are determined, and we are pledging our faith in the good sense and kindness of the average resident of Portland. They have not failed us heretofore, and there is no reason to believe that they will fail us now."

The official audit of returns for the first two days of the drive, completed last night, showed contributions totaling \$11,364.32. In view of the fact that the campaign is but gaining headway, chest officials expressed a disappointment at the relatively meager result, but were alike confident that from now on the approach to the quota will be more speedy. To fill the chest \$48,325 must be raised.

There were hundreds of weary campaigners in the city last night, men and women who had given up their own affairs to take the message of the chest to every section of the city, and among them there were current little stories of life that hearten the worker and renew belief. There are always such stories during a great city-wide drive and they are invariably told to the crusaders.

One of these potent narratives in miniature concerns a Portland matron who defied, as many women do, a necktie of beauty and vanity. Moreover, she had the money to purchase the trinket and she was on that very mission when she paused to read the placards of the Community Chest in a store window. These concerned the near-astounding relief and they were not nice reading—they were the sort of thing the world would like to forget, if it could. Turning, she entered the store.

"Where may I subscribe to the chest?" she asked. "The thought of owning a necklace, while there is so much sorrow and suffering, doesn't appeal to me."

"Stories of the chest are incongruous in setting, but alike in human character, and equal to that of the matron who didn't buy the necklace is the one concerning a certain north-end boniface, who has been

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2 STEAMERS AND TUG BATTLING FOR LIFE

BESSIE DOLLAR AND STUART DOLLAR HELPLESS.

Sea Monarch, With Two Storm-Battered Craft Hooked Tandem, Heads for Coast.

SEATTLE, Wash., Nov. 21.—The tug Sea Monarch has hooked the steamships Bessie Dollar and Stuart Dollar—the former with her rudder gone—together, tandem, the Dollar Steamship company announced here tonight after receiving a message from Captain Orison A. Beaton, master of the Sea Monarch. The message said the three craft were 507 miles west of Cape Flattery.

In response to a request by Captain Beaton the tug Sea Lion was ordered to the scene from San Francisco.

The Stuart Dollar, which lost her rudder some days ago and was being towed to this port by the Sea Monarch, being in the middle of the string, is able to aid the tug by the use of her engines, it was explained, while the Bessie Dollar, which yesterday reported engine trouble, can help by steering in the rear.

Storm-battered in the Pacific the steamers Bessie Dollar, Stuart Dollar and the tug Sea Monarch, sent out distress calls this afternoon which were received at the United States naval radio station here. The coast guard cutter Haida was ordered to proceed immediately to the assistance of the three vessels.

The cutter Algonquin, stationed at Astoria, Or., was also ordered to proceed to sea and give all aid possible.

The Sea Monarch was dispatched from Seattle recently to the assistance of the Stuart Dollar, which had sustained a broken rudder in a heavy gale. The Bessie Dollar, inward bound from the east for Victoria, B. C., reported early today that she was standing by the Stuart Dollar, which was in tow of the Sea Monarch.

The three vessels reported by radio this afternoon that they were encountering especially heavy weather and that the Sea Monarch was unable to handle her tow.

DENVER FACES EPIDEMIC

100 Reported Dead From Smallpox Within Few Weeks.

DENVER, Colo., Nov. 21.—Compulsory vaccination in Denver as a preventive of smallpox, which has been prevalent here for several weeks, was declared in effect today by Dr. William Sharpley, manager of health. A statement issued by Dr. Sharpley said that persons who disregarded the order would face a penalty of a fine of not less than \$10 or more than \$200.

There have been 100 deaths in Denver from smallpox within a few weeks, declared Dr. Sharpley.

BOOTLEG KING CORRALED

Gotham Offender Fined \$10,000 and Sent to Prison.

NEW YORK, Nov. 21.—Anthony Cassese, described by the authorities as the "bootleg king," was convicted by a jury in federal court today on a charge of conspiracy to violate the Volstead act.

Judge Knox sentenced him to two years in the Atlanta penitentiary and imposed a fine of \$10,000.

THE TIME TO DECIDE TO BE CAREFUL IS BEFORE AN ACCIDENT OCCURS.



RAILWAY DIVORCE HEARING IS BEGUN

Commerce Body Reviews Supreme Court Case.

SIX STATES REPRESENTED

Southern Pacific Opposing Union Pacific.

TILT NARROWLY AVERTED

Official Denounces Entrance of California Organization Into Unmerger Proceedings.

WASHINGTON, D. C., Nov. 21.—The appeal of the Southern Pacific company to be allowed to retain control of the Central Pacific, despite a supreme court decision ordering the merger dissolved, came to hearing before the interstate commerce commission today with six western states, the Union Pacific railroad and numbers of communities, traffic associations and stockholders appearing as intervenors. Two general officers of the merged system, L. J. Spence, director of traffic, and F. L. Burchhalter, assistant general manager, completed direct statements supporting the application before the first day's proceedings ended.

While the Union Pacific appeared to oppose the Southern Pacific position, the array of intervenors was divided for and against its proposals. Fred H. Wood, counsel for the Southern Pacific, challenged the authority of the California, Producer and Shipper's association, terming it "merely the Union Pacific operating under an alias," a charge which E. F. Tredwell, for the association, promised to meet at the proper time, but as cross-examination of witnesses was reserved, the proceedings continued without any sharper raising of the issues.

Traffic study presented at length a study of traffic conditions on the Pacific coast, emphasizing particularly his statement that the Southern Pacific's association with the Central Pacific has not operated to divert transcontinental traffic southward and away from the Ogden route. Panama canal traffic, he contended, had largely eliminated any tendency which might ever have existed to make the Southern Pacific Sunset route a competitor of the Central Pacific's Ogden route. The two systems today, he insisted, were complementary, welded into one unit by long association and the disregard of corporate ownership during new construction and expansion of terminals.

This unity would be disrupted by the dissolution ordered by the supreme court. Mr. Burchhalter asserted, adding in summing up that the disruption would result in an additional expenditure of \$2,500,000 annually in additional general expense for two companies to render exactly the same transportation service the Pacific coast is now receiving.

New Shops Factor. Shops built and owned by one company, now used by both, would have to be vacated in part in some places, he said, and others built elsewhere. Terminals owned by one corporation and only to be designed over lines of another and entered for joint use, he contended, would only in part eliminate what he termed "waste of capital assets."

At Sacramento, Cal., he said, the merged system had a manufacturing establishment with a \$1,000,000 annual payroll, converting waste metal hauled in from all the lines into finished products, reused by both concerns, and its continuance would necessarily be embarrassed.

By both witnesses, the merger of the two companies, now stamped as illegal, was described as of such long-standing as to leave them now a single unit.

Lease Is Proposed.

The application pending before the commission seeks to allow the Southern Pacific to retain control of the Central Pacific under lease until such time as the interstate commerce commission may determine whether it desires to authorize the consolidation of the two roads, in accordance with the terms of the transportation act permitting consolidation generally. The tentative consolidation plan of the commission, now under consideration, proposes the retention of the merger.

Approximately 75 per cent of the traffic originated by the Southern Pacific in central California for eastern points is routed via the Ogden Gateway and the Central Pacific lines, Mr. Spence estimated. He denied that any loss of traffic to the Ogden Gateway is involved by reason of the Central Pacific's association with the Southern Pacific.

F. L. Burchhalter, assistant general manager of the Southern Pacific, told the commission that in the 30 years of unified operation the question of divorce of corporate ownership had never been considered. Terminals in one city are

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SPEED FIENDS SENT TO VICTIM'S FUNERAL

OBJECT LESSON IS GIVEN TO RECKLESS DRIVERS.

Cleveland and Los Angeles Judges Announce Purpose to Impose Limit Sentences.

CLEVELAND, Nov. 21.—Six convicted traffic law violators accompanied by two police officers were given an object lesson in reckless driving when they were ordered today by Municipal Judge Sawicki to attend the funeral of Catherine Gilmore, aged 7, who was killed by an automobile last Saturday while crossing the street in front of her home.

In addition to attending the funeral five of the men were given fines and a sixth, who was charged with driving while intoxicated, was given a 30-day jail sentence, fined \$50 and costs and deprived of the right to drive for one year.

The judge said he intended to follow the same policy in the future and that he would send traffic law violators to morgues, hospitals and funerals to view their victims. One hundred and fifteen persons have been killed in Cleveland this year by automobiles.

LOS ANGELES, Cal., Nov. 21.—A 19-year-old girl was one of 18 persons sentenced to jail here today for speeding.

Police Judge Chambers sentenced the offenders to terms varying from two days to 10, depending on the speed with which they were driving their automobiles.

"This speeding has got to stop, and stop now," said the court. Judge Chambers granted the girl offender a stay of sentence until tomorrow morning on her plea for time to go home and break the news to her parents.

\$50,000 PAID FOR PLANT

New Strawberry Is Expected to Revolutionize Industry.

THREE RIVERS, Mich., Nov. 21.—Fifty thousand dollars for a single strawberry plant was paid today by Frank E. Beatty, president of the R. M. Kellogg company, fruit growers.

The plant is to be known as the "Rockhill," in honor of its breeder, Harlow Rockhill of Conrad, Ia. The price is believed here to be the highest ever paid for a single strawberry plant. The plant bears in early summer and begins again in the late summer, bearing continually until frost comes.

The purchaser said today he believed the plant he had purchased would revolutionize the strawberry industry.

\$500 PAID FOR 20 EGGS

Product of Champion Woodland Hen Brings Record Prices.

KELSO, Wash., Nov. 21.—(Special.)—Five hundred dollars for 20 eggs is probably a world's record price, but that was the price paid to H. M. Leathers, poultry fancier of Woodland, for 20 eggs to be laid by his world champion hen, which laid 325 eggs in a year at the egg-laying contest at the Western Washington experiment station at Puyallup this year.

Mr. Leathers has been engaged in poultry raising for years. The hen is a White Leghorn, a cross of the Oregon Agricultural college and Tanager breeds.

"I might as well call the annual loss of \$50,000,000 which we are paying now without protest by those who most abhor the word; we might as well call that a 'subsidy.' If so, I am proposing to cut it in half, approximately."

Discussing the problem confronting congress, the president outlined three courses of action. The first, he said, was constructive, which embraced passage of the bill; the second, obstructive continued government operation and attending government losses; the third, destructive, involving the sacrifice and scrapping of the merchant fleet.

American Ideal Cheered.

"I have come to urge the constructive alternative, to reassert an American 'we will,'" he exclaimed, which brought the first applause during delivery of the speech.

The next applause greeted the president's declaration that he rejoiced that higher standards for labor on American ships had been established and merest justice suggested that "when congress fixes these standards it is only fair to extend government aid in maintaining them until our shipping lines are so firmly assured that they can face world competition alone."

The farm bloc, including members on the democratic side, applauded again when the president said credit systems under government provision and control must be promptly and safely broadened to relieve the agricultural classes.

There was a variety of comment by members, but for the most part this followed party lines.

Moodell Lays Message.

Representative Moodell, Wyoming, the republican leader, said: "I consider the president's message an exceptionally strong and forceful one. I do not recall ever having heard a case more logically or convincingly presented. The president's arguments in favor of legislation along the lines proposed are unanswerable."

The view of opponents of the bill was expressed by Representative Garrett, Tennessee, democratic leader, who said: "From the standpoint of those who favor the bill the president placed the matter in what I suppose will be generally regarded as a strong light. Of course, from the standpoint of those of us who are opposed to the measure, he did not answer the fundamental objections."

The shipping bill, over which the big fight of the session will begin Thursday, was filed with the house by Chairman Greene of the merchant marine committee a few minutes before the president reached the capitol. It differed in some respects from the measure introduced weeks ago and was reported without a record vote. Tomorrow the rules committee is expected to give it right of way and the programmatic bill for action on the special resolution.

FOE CHALLENGED BY MR. HARDING

Chief Champions Ship Subsidy Measure.

BRIEF SPEECH DYNAMIC ONE

Opposition Is Recognized and Frankly Faced.

AMERICAN IDEAL VOICED

Alleged Purpose to Enrich Favored Few at Expense of National Treasury Scouted.

WASHINGTON, D. C., Nov. 21.—President Harding, in an address today to a joint session of congress, urged speedy enactment of the administration's shipping bill as a means of cutting down present losses through operation of government ships and putting America at the forefront "in the peace triumphs on the seas of the world."

At the very outset of the 30-minute speech, which was heard with the closest attention, the president frankly declared that those standing with him might as well recognize that there was "divided opinion and determined opposition."

It would be helpful in clearing the atmosphere to start with recognition of this fact, the president said.

With great emphasis the president challenged "every insinuation" that the bill was framed for the benefit of "favored interests" or for the enrichment of the special few at the expense of the public treasury. He declared that first of all he was appealing to save the treasury.

Mistaken Prejudice Rapped.

Calling attention to the "hostility in the popular mind" to the word "subsidy" stressed, he said, by the opposition, the president asserted that government aid would be a fairer term than "subsidy" in defining what he was seeking to do for the rebuilding of the American merchant marine.

"But call it 'subsidy' since there are those who prefer to appeal to mistaken prejudice, rather than make frank and logical arguments," he said.

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