

SOUTH DAKOTA TO CARRY CIVILIANS

Training Cruise Will Start From Portland August 15; Return September 12.

SKILLED MEN ARE WANTED

California Ports and Magdalena Bay Will Be Visited—Handling of Ship and Guns to Be Taught Landsmen.

The United States cruiser South Dakota has been detailed by the Navy Department to make a civilian training cruise out from Portland, leaving this port August 15, according to official information received yesterday by Lieutenant Blackburn, in charge of the local naval recruiting station.

This will give civilians of Portland and of the state of Oregon an opportunity to make the cruise on a regular naval vessel and to secure training under naval officers. Men of the states of Wyoming and Idaho will also be eligible to make the trip on the South Dakota, according to provisions of the Navy Department order.

The South Dakota will cruise with her civilian crew to San Pedro, Cal., and probably will also make Magdalena Bay, Mexico. She will be one of a fleet of four vessels, all sister ships, which have been detailed to make the training cruise from the leading Pacific Coast ports, bearing civilians from the eastern states who wish an opportunity to experience naval life and have a splendid trip on the sea at a minimum cost.

Other Ships Detailed. The cruiser Pittsburg has been detailed to bear civilians from Southern California, Arizona and New Mexico; the cruiser Maryland from Central and Northern California, Nevada, Utah and Colorado, and the cruiser Colorado from Washington and Montana.

The expense of the trip will be cut down to a minimum of \$30 for each man, this being merely to cover cost of a necessary outfit for each and board. This fee is required owing to the fact that no appropriation is available to cover the expense.

The itinerary given out for the South Dakota by the Navy Department is as follows: Arrive at Portland August 19, leave Portland August 19; arrive at San Pedro August 21; leave San Pedro August 21; arrive at Magdalena Bay August 24; leave Magdalena Bay September 5; arrive at San Pedro or San Diego on return trip September 7 and arrive at Portland September 12, making a cruise of approximately 23 days.

Practical Work Planned. Practical work will be given those who take the cruise in the handling of big naval vessels and guns under the leadership of capable officers. While in the south the ship will be put through various maneuvers and an opportunity probably also will be given the men to visit the different ships of the Pacific Coast squadron now participating in the blockade off the west coast of Mexico.

Enrollment for the cruise has already started at the naval recruiting station, room 292 Dekum building, several names having been signed up by Lieutenant Blackburn. In order to go on the trip an applicant must be able to demonstrate that he possesses some nautical knowledge of that he has some technical training that would fit him for service in the Navy.

The plan of sending out civilian training ships is a new one which has been inaugurated by the Navy Department this year and will consequently be watched with much interest by naval men. It is expected to act as a reserve in the qualifying of men to act as reserves and to foster a patriotic spirit and an interest in the navy.

A circular sent out by the Navy Department bears the following information: "The Navy Department has authorized a naval training cruise for civilians which will begin on August 15, 1916, and last until September 12, 1916. The course of training is to be given on board reserve battleships. Civilians will be recruited by naval districts and the ships will be allotted according to the number of recruits accepted in each district.

Requirements Must Be Citizens of the United States, between the ages of 14 and 45, in good standing, and must be able to pass a prescribed physical examination. Unless they are 21 years of age recruits will not be accepted without the consent of a parent or guardian.

Objects of Cruise Stated. "To help equip properly qualified men to act as reserves in time of war or National emergency by giving them a course of training on war ships under naval officers and naval discipline.

To foster a patriotic spirit and give to civilians some knowledge of the Navy and the naval requirements of the country.

To interest civilians in naval matters so that by taking future courses of training, and by study, many can qualify for acting commissions after taking the necessary examination.

Each man when reporting on shipboard will be called upon for a deposit of \$10, which will cover the cost of his board for the cruise, and provide him with the necessary outfit of clothes. Should the actual cost of board and outfit be less than the amount of the deposit, the difference will be refunded. The applicant must also pay the costs of transportation to and from the ship.

COMPANY M, OF SALEM, WAS THE FIRST NATIONAL GUARD COMPANY IN THE UNITED STATES TO BE MUSTERED INTO FEDERAL SERVICE.



(1) Captain Kenneth P. Williams, United States Mustering Officer. (Right) Swearing in Captain Max Gehlhar, First Lieutenant James R. Neer and Second Lieutenant Dana H. Allen. (2) Non-Commissioned Officers and Enlisted Men of Company M Taking the Oath That Made Them Soldiers of the United States Army. (3) After the Muster—Reading the Articles of War.

TALKS SPAN STATES

Greetings Exchanged Between Both Portlands.

432 HEAR CONVERSATIONS

Demonstration Presented at Chamber of Commerce by Courtesy of Telephone Company and Many Cities "Cut In."

Portland, Or., and Portland, Me., felicitated each other in easy, conversational tones Friday night when the two Portlands "kidded" each other through the Chamber of Commerce through courtesy of the telephone company.

New York, Chicago and half a dozen other towns were "in" on the conversation and it was quite a pleasant little tea-party, with gossip flying through a score of states and between seven or eight widely separated cities. Mayor Albee and Mayor Chapman, of the two Portlands, "kidded" each other over the wire and extended mutual invitations for a visit, and C. C. Colt, president of the Chamber of Commerce here, talked with George La Crossman, president of the Chamber of Commerce there.

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AMERICAN STEAMER VISITS ROTTERDAM

Camino Declared First Yankee in Dutch Harbor for at Least 45 Years.

WAR TALES BROUGHT BACK

Chief Engineer Bell Says Public Cannot Imagine True Conditions From Press Dispatches - Sent Through Censor's Hands.

To the steamer Camino, one of the best known of the later-day ships built on the Pacific side and which was operated between Portland and San Francisco until two years ago, fell the honor of being first American steamer to enter Rotterdam, according to Fred W. Bell, chief engineer of the vessel, who was in the city yesterday on his way to New York, after a visit to San Francisco.

"We reached Rotterdam in a round-about way," said Mr. Bell, "beginning our route from San Francisco with Belgian relief supplies, and there the harbor-master, who said he had held the berth 45 years, assured me that within there had been many American sailing vessels in Rotterdam, the Camino was the first steamer flying the flag of the Union."

Mr. Bell says the travels of the Camino on the Atlantic and subsequent voyages for use in building hospitals and other structures in Belgium and when a block fell one day while being loaded, it broke open, disclosing to view a rusty chamber in which an ingot of copper reposed. Many ingenious methods are said to have been resorted to as a means of getting copper into Germany.

Copper Blinds Cotton Bales. "It was told by a British official that the reason cotton shipments from the United States to Germany were stopped was because the metal used to bind the bales was not common iron straps, as they appeared, but in reality were made of copper," said Mr. Bell.

"Shipments were also made from Philadelphia of granite blocks, supposedly for use in building hospitals and other structures in Belgium and when a block fell one day while being loaded, it broke open, disclosing to view a rusty chamber in which an ingot of copper reposed. Many ingenious methods are said to have been resorted to as a means of getting copper into Germany."

Mr. Bell narrates that while the Pacific Coast is in the midst of a ship-building spurt, that yards in Europe, notably in Great Britain, France and Holland, are turning out ships at a speed never before known. Day and night the building goes on, he says, the noise of steam hammers being in the air continuously where yards are maintained. In Holland, he says, laborers in the yards are paid 15 cents a day and expert marine mechanics receive the equivalent of \$4.50 a week.

The submarine campaign of the Germans, he says, is held in disdain and not to have been effective, inasmuch as hundreds of vessels are arriving and departing daily that are not destroyed and such a number are being turned out.

"It has been proved, so I was told, that German submarines had managed to get into the harbors of Great Britain unobserved during the early stages of the war," says Mr. Bell. "It is told that at times what appeared to be an old basket or orange box would float through a harbor, apparently with the tide, and not until an accidental discovery was it learned that the Germans were navigating in such places, with the periscope of their submarines covered with innards, looking for boxes or baskets, the undersize vessels barely having headway, so to all appearances the object covering the periscope moved with the tide or current."

Expionage System Extensive. "In France I was informed by a French officer that throughout the land many billboards carried advertisements of German beer and other products before the war, and the casual observer would read the signs and not be aware that to German officers these were hidden somewhere in the lettering or other parts of the advertisements complete data covering conditions in the vicinity, as to the number of troops nearby, persons known to be anti-German, stocks of military supplies and other stores nearby and a host of other details.

"In England they have finally awak-

ened to some of the horrors of war and the need of precaution against the enemy," he said. "Until the sinking of the Lusitania there were thousands of Austrians and Germans employed, many in hotels and other public places, but such staffs followed and there were so many Germans and Austrians killed and maimed, besides hundreds of thousands of dollars' worth of their property damaged in the day and night after the loss of the ship that they were driven out, though the government would not insist that they were a populace did in most cases. Thousands of mounted troops were unable to quell the riots at that time and for self-protection residents posted signs over their ships and residences that they were French, Belgians, Hollanders or of other lands.

Strangers Are Suspected. "Now a stranger registering at London, Liverpool or hotel in any part of the country is called on to write his signature the following day and he or she must answer a long list of questions as to their antecedents and purpose in visiting the country, also producing a list of work in which they engage in an effort to detect any Teutonic pronunciation.

"While not in Germany, I was told of more stringent measures adopted there in checking foreigners and secret service agents are said to be everywhere and persons speaking English is looked on with suspicion.

"In England they say one of the most active branches of the German secret service system has been the 'Hungry Sevens,' or little German bands, that have toured the country for years and to them is credited the gathering of much information bearing on local conditions.

"Men are seen on the streets everywhere, mostly young and of the physique, with missing limbs or terrible facial scars, and some of the most appalling sights are witnessed of what would have produced them had the war will be fought to the end, whether a year or 10 years, and probably the most cheerful found in France, where even work on the docks is performed by women, and they shoulder their burdens with smiles and hopeful mien that is surprising. But of all not engaged in the war the Hollanders are suffering the most and I was told conditions there months ago were almost unbearable and all comforts were rapidly getting beyond the reach of many."

"In the harbors of Great Britain now it is boasted that a cork could not float past without being detected at night, so thorough is the system of search-lights and torpedo-boats that buzzed between them, usually a net being used between two of them, into which the undersize fighter is snared if possible."

FOUR HURT IN RUNAWAY

Vehicles Crash in Halfway Street, Throwing Out Occupants.

BAKER, Or., June 24.—(Special).—A mother and son and a mother and daughter narrowly escaped death in a runaway crash in Halfway street this afternoon.

The horse driven by Mrs. Joseph Hockett, who lives near the city, became frightened and started down the busy street. Mr. Hockett held the reins and prevented her 2-year-old son from falling from the awaying buggy. The frightened horse plunged full speed into a second vehicle in which Mrs. John Curry, of Carson, and her 6-year-old daughter were seated. All four were thrown violently to the ground and were injured, but will recover.

Elks Band to Give Concert.

The Portland Elks' band will give a public concert at sunnyside park at 3 o'clock next Wednesday night, June 28, under direction of G. Tignano, the conductor. Following is the programme: March, "Sinfonia" (Orlando); overture, "Stradella" (Flotow); euphonium solo, "Auld Lang Syne" (Macmillan), rendered by Eugene Clouff, arranged by G. Tignano; suites 1, 2 and 3, "Ballet Egyptian" (Laurin); intermission—Waltz, "The Concert" (Tiziano); (a) "Album Leaf" (R. Wagner) and (b) "Star of India" (Bratton); selection, "High Jinks" (Hauerbach & Frim); "Grand American Fantasia" (Victor Herbert). Montavilla and sunnyside cars going east stop near the park.

Gravel Bucket Takes Big Salmon.

ALBANY, Or., June 24.—(Special).—A salmon three feet long was caught yesterday in a gravel bucket at the county gravel plant along the Willamette River in the eastern part of this city. When the scoop poured its load of gravel into the bunkers the fish was seen flopping about.

Dr. Stockdale to Lecture.

Dr. H. A. Stockdale will give a free lecture on food combination at room H, Public Library, Tuesday night, at 8 o'clock. The lecture is under the auspices of the Naturopathic Health League.

BISHOP ASKS THAT CASE BE DROPPED

Indictment Against Charles B. Pfahler Will Be Dismissed Tomorrow.

DESTROYING BOOKS CHARGE

Trouble Arose Out of Unwillingness of Secretary to Late Prelate to Make Detailed Accounting to His Successor.

The indictment against Charles B. Pfahler, secretary to the late Bishop Scadding, who burned the records of the Episcopal Diocese of Oregon upon the death of his employer, will be dismissed by Circuit Judge McGinn Monday, if the recommendation of District Attorney Evans is followed. Mr. Evans is acting on the request of Bishop Walter Taylor Sumner, complaining witness against Mr. Pfahler.

A statement confessing to the destruction of the records has been sworn to and signed by Mr. Pfahler and delivered to Bishop Sumner. The reason for the destruction is not set forth in this instrument, nor is an offer of reparation made.

The Episcopal church does not desire the prosecution of Mr. Pfahler under the indictment for "destroying the books of a corporation," as he is more than 70 years old and was highly thought of by Bishop Scadding. It was desired that he admit destroying the books, which was denied in spite of a letter of admission, by the plea of not guilty to the charge.

Indictment Is Returned.

In a preliminary hearing before District Judge James March, Mr. Pfahler was found responsible for the destruction of the records and bound over to the grand jury, which promptly indicted him. The case has rested since Mr. Pfahler being at liberty on bond. At the hearing of Mr. Pfahler it was intimated by the defense that if he destroyed the books he did so to carry out the wishes of the late bishop. The present bishop refuted this defense by quotations from addresses made by Bishop Scadding, in which he showed a desire that the records of the corporation, known as the Episcopal Bishop of Oregon, always be at the disposal of the general membership.

Mr. Pfahler promised local churchmen at the death of Bishop Scadding to turn over his records, but delayed, and finally turned over a scant statement based on balances for which there were no explanatory figures. A more detailed statement was demanded, and Mr. Pfahler promised to make such, but only to the new bishop. When Bishop Sumner arrived, Mr. Pfahler still failed to make an accounting, and soon after left for California.

Arrest Made During Visit.

In letters to Portland Mr. Pfahler explained that he had destroyed the books. When he came to Portland to visit a daughter here he was arrested, and the court proceedings followed.

The statement made for Bishop Sumner is the following: State of Oregon, County of Multnomah, ss. I, Charles B. Pfahler, being first sworn, do oath, say that I was employed as accountant by the late Charles Scadding, Bishop of Oregon, from November 1, 1914, until the death of Bishop Scadding on May 27, 1914; that as such accountant I had charge of the books of account and vouchers of the said bishop covering the receipts and disbursements of moneys received and paid out by him in his capacity as corporation sole; that shortly after the death of Charles Scadding, I destroyed, on my own responsibility the books and vouchers so in my possession. (Signed) CHARLES B. PFAHLER. Subscribed and sworn to before me this 12th day of June, 1916. (Signed) CHARLES E. McCULLOCH, Notary Public for Oregon.

DELEGATES ARE LISTED

REPUBLICAN COMMITTEEMEN OF COUNTIES ARE REPORTED.

State Secretary Baldwin Says Party is Rapidly Preparing for Meeting in Portland July 8.

Mobilization of the Republican party organization throughout the state is rapidly taking place in preparation for the meeting of the State Central Committee to be held in Portland, on July 8. Edward D. Baldwin, State Secretary, has been notified of the selection of the following State Committeemen in the various counties: Jackson County, S. S. Smith, of Medford; Clatsop, C. W. Halderman, of Astoria; Hood River, Roy D. Smith, of Hood River; Klamath, George H. Merryman, of Klamath Falls; Washington, Thomas B. Tongue, of Tillamook; Josephine, O. S. Blanchard, of Grants Pass; Yamhill, Sam Laughlin, of Yamhill; Benton, George W. Denham, of Corvallis; Union, V. J. Church, of LaGrande; Linn, Willard L. Marks, of Albany; Umatilla, Marion Jack, of Pendleton; Walla Walla, George Hyatt, of Enterprise; Clackamas, Clyde Huntley, of Oregon City; Polk, Walter L. Toole, Jr., of Dallas; Baker, Roy R. Corey, of Baker; Morrow, T. J. Mahoney, of Heppner; Columbia, T. C. Watts, of Reuben; and Wasco, A. E. Crosby, of The Dalles.

Japan is becoming interested in sheep raising. The imperial stock farm at Hokkaido has bought animals in Australia.

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To Mobilization Camp at Clackamas by Rail Free bus, connecting with Carver Railroad, Imperial Hotel every hour from 9 A. M. to 6 P. M.

Summer Normal Music School For Music Teachers and Music Students, Apollo Hall, 408 Third Street, Tenth and Morrison. Methods, public school music, harmony, etc. Wednesday, July 26, closes July 28. Conducted by Z. M. FARVIN, Mus. Doc. For circular address 165 1/2 Fourth St.

PORTLAND CHAMBER OF COMMERCE MEMBERS TELEPHONING ACROSS CONTINENT.



RECEIVING THE ADDRESS OF GENERAL WOOD, FROM GOVERNOR'S ISLAND, ON THE ATLANTIC COAST. —Photo by Pershin Studio.