

# TRADE OF EUROPE IN BRITAIN'S GRIP

### Gigantic Commercial Net Is Being Welded.

## PORTS ARE CONTROLLED

### Politically and Financially, Prefer- ably Both, England Seeks to Fasten Its Hold.

BY ARNO BOSCH-FLEUROT.  
(Continued from the New York World, Pub-  
lished by Arrangement.)

DANZIG, July 10.—(Special Cable.)—This is the British port of Danzig. It used to be a German port, and the peace conference decided it should be a Polish port; but, as a matter of fact, it has somehow come to be an outpost of the British empire. It is a link in the chain of ports whereby the British empire is drawing its "red line" about Europe.

For the British Empire has set about the commercial conquest of Europe, and is proceeding with usual British assurance. It is treating Europe commercially just as in earlier periods it treated Asia and Africa. It is a new great stretch of territory to be brought under the British commercial flag.

British business, diplomacy and arms are working steadily together toward this common end—to increase the power and importance of the British Empire. While Americans are running about the face of Europe on every conceivable variety of charitable and humanitarian errand, the British are sticking to business, and they are getting better and better at it.

Britain is, in fact, throwing so wide a net over Europe that the origin of the meshes and their importance one to another are not always apparent, but there are points, such as Danzig where any one can see what is going on. Only the boldness and assurance of the imperial move, and the imagination with which it is being carried out, make it difficult to believe that the plan is as big as it really is.

**British One Idea Is Trade.**  
The plan is real enough, and if it is succeeding it is because the British formed a policy, backed it with their money, and went to work on it as a nation. For the British have always realized what other nations are now being compelled to see, that the way to get big results in international trade is to make the foreign office work for the extension of the trade empire. Here, in Danzig, it cannot be doubted that the British Foreign Office, as represented in the league of nations, has just one idea—British trade. It is dollar diplomacy, and they make no bones about it.

The first and most important consideration is the "red line." All the ports of Europe must be under British control, either politically or financially, preferably both. The Baltic has become a British sea. As far as the British policy is concerned all the smaller states that have been formed along the edge of the old Russian Empire are merely free ports for a future reconstructed Russia, and, as "free ports" they are, like Danzig, each to be a British port.

Take Reval. It is the capital of Estonia, a small farming country of no great importance. But its port is an important Russian port. In the general straightening out of things it is again going to be the shipping point for a great stretch of Russia. When the Danes first built Reval it was a trading point with Russia, and

the British are going to use it to the same end in the future.

British commercial interests are making down everything of value in Estonia, and the Estonians are grateful to them for doing it. When I was in Reval, a few weeks ago, something happened to show how things were going. At that time Reval was full of the buyers of all nations, but most of them were only able to get small lots smuggled over from the Pskoff region of Russia. Estonia itself had no flax for sale. One British firm had bought it all, and next year's crop as well. I asked how the British succeeded in getting such a monopoly, and was pointed out a cargo steamer which had just come into the almost deserted port. The ship, I was told, was full of fertilizer necessary to the Estonian flax grower. Neither the growers nor the government could afford to buy fertilizer from abroad, but one British firm, Malcolm & Co., had agreed to supply all the fertilizer and take payment next year or the year after in flax. No ordinary broad-gauge business methods. As flax is about the most important product of Estonia, the deal, made by one inconspicuous British firm, gave the British government a hold over Estonia which will prove very useful in getting special harbor privileges, etc., when the time comes for making Danzig a Russian port. Riga is in the same position. It is an important port, with a fairly small country behind it. Riga, which is a great port, only by creating a free harbor for Russian trade and the Baltic sea, and by creating a free harbor for Russian trade and the Baltic sea, and by creating a free harbor for Russian trade and the Baltic sea.

Not content with having a hand on an encircling line of ports, British firms have also bought up all the important steam and freight lines on the Danube. No more effective means could have been found for preventing any future Mitteleuropa ideas. If the British foreign office works for British trade, British trade returns the favor.

Months ago a high British naval officer said something to me at Budapest which I am just beginning to appreciate. He said: "You know even France is getting to be something of a British protectorate."

It struck me at the time as British weak, but it is becoming apparent now that the whole of Europe is beginning to have somewhat that aspect. It is certainly true commercially. Here is a case: American cotton manufacturing interests, representing all the money that might be needed, recently sent a committee to Central Europe to look over the possibility of pooling all the cotton manufacturing interests that lie in a great district that stretches through Germany, Czechoslovakia and Poland. It is a matter, still under way, which may run into many millions of dollars.

**Americans Capital Desired.**  
The committee knew what was going on commercially on the continent of Europe and did not head straight from New York to Germany. It stopped in London on the way and paid a little visit to the British foreign office. It wanted to know how Whitehall might feel about its venture. It found that the courteous gentlemen in the foreign office were charmed with the visit and they had the frankness to say that the British foreign office would not only view the combine benignly but, if necessary, would aid.

This seemed too nice. The Americans wanted to know why so much

cordially. They were then told in so many words that the British government looked with extreme favor on the investment of American capital in Europe.

"If America has a stake in Europe," they were told, "it would have something more than an altruistic interest in keeping Europe at peace. It would wake up and have a real interest in the league of nations. As it is, Great Britain is carrying along the league of nations all by itself. We certainly want America in it, and there is no way of interesting a country better than through its trade."

"And then besides," said the foreign office man, "why should we have any objection to American capital or any capital developing inland interests as long as we control the ports, and the bottoms are English?"

As part of this general scheme the British are establishing new and close commercial relations with Germany. They intend to work with the Germans in the east of Europe, and one needs only to go to Germany and hear how pleasantly the British are now spoken of to realize that the plan is under way.

In some ways their trade diplomacy in Germany is one of the most interesting things they are doing. I was prepared to find that British banking interests were digging into all the big international German combines, but apparently they are not. Their way of going at the control of Germany is otherwise. Their attitude toward Germany seems to be about this: Britain defeated Germany, and now Germany has to work for her, as defeated nations have throughout history had to work for conquering nations. Britain has decided that Germany makes a good, hard-working servant, one of the numerous servants of the empire.

I have talked to Englishmen about this attitude and suggested that the Germans, once they got strong enough again, would play their own game once more. "Little danger," said one of my interlocutors, "as long as we make it more profitable for them to work with us."

The more trade the Germans create the better, as long as the bottoms in which it is moved are British.

**New Brunswick Indorses Dry Law.**  
ST. JOHN'S, N. B., July 10.—The province of New Brunswick in a referendum today voted to empower the government to retain the present "bone dry" prohibition law passed during the war, and against introducing wine and beer licenses.

## WAR SERVICE REWARDED

### MAJOR HOTCHKISS NEW HEAD OF SPANISH WAR VETERANS.

### Election at Encampment at Marsh- field—Programme for Year to Be Announced Soon.

Major Clarence F. Hotchkiss, veteran of the world war, who was elected department commander of the United States-American War Veterans at the annual encampment at Marshfield last week, has returned to Portland and soon will announce the year's programme. His election comes as recognition of his years of service to the organization which he now heads. He was senior vice-commander of Scout Young camp when he answered the call for service in 1917.



Major Clarence F. Hotchkiss, Portland veteran of two wars, heads Spanish War Vets.

Major Hotchkiss served in the Pennsylvania volunteer infantry during the Spanish war and later as a non-commissioned officer with the 1st infantry in the Philippine insurrection. He was a captain on the Mexican border duty and adjutant of the 4th Oregon infantry. During the world war he served 30 months overseas and was discharged as a major of infantry.

## ROAD CONTRACT IS LET

### Four Miles of St. Helens-Pittsburg Stretch to Be Improved.

ST. HELENS, Or., July 10.—(Special.)—At their session Friday the county court let a contract to J. Kilby of Rainier for the clearing and grading of four miles on the St. Helens-Pittsburg road. The contract price was \$55,000 and work is to begin at once.

The highway extends from St. Helens to the fertile Nehalem valley. Eleven miles of the road are now completed and macadamized.

The four miles contracted eliminate several of the steepest grades and will make the route passable at all times of the year. An additional four miles to be built in 1921 will finish the 21-mile stretch between St. Helens and the valley and shorten the distance some 30 miles, as at present the traffic from St. Helens goes via Portland and Timber or via Clatskanie and Mist.

## FLIERS TO USE NEW PLANE

### Remodeled de Havilland Type Air- ship to Be Used by Aviators.

WASHINGTON, July 10.—Army fliers in their trip from New York City to Nome, Alaska, will use the new type de Havilland 4-B plane, it is announced by the war department. These ships, it was stated, should not be confused with the old de Havilland 4, used by American fliers on the western front during the war, and in the transcontinental reliability race last fall.

The new remodeled type has been greatly strengthened throughout, and many important changes made, looking to greater protection for the pilot.

## TEARS REPLACE FEUD

### Court's Lecture Brings Brothers Together and Ends Trouble.

As Joseph H. Jones, judge of the district court, gave fatherly counsel to Harvey G. Drath and Harry H. Drath, brothers, a feud of long standing was dissipated in thin air, its place taken by clasped hands and tears, yesterday.

Shotgun threats, a flat-iron assault and a broken arm marked previous relations between the brothers, and both came into court on the complaint of Harvey, aged 27, who said that Harry, aged 27, and father of

## GASOLINE SHORTAGE ACUTE

### VANCOUVER PLEASURE CARS PUT AWAY IN GARAGES.

### Various Excuses Offered by Motor- ists Met With Deaf Ear at Filling Stations.

VANCOUVER, Wash., July 10.—(Special.)—The Columbia river, which reached the crest of the season at the 15-foot mark, is slowly receding and has dropped about a foot during the week. For the first time in seven weeks, Andrew Johnson, river steamer agent here, was not compelled to move the offices of the company from the lower to the upper decks on account of high water.

The farmers living on the lowlands next to the Columbia river below the city will have bumper crops.

## SCOTLAND BANK CLOSES

### Disappearance of President and Week's Run Shuts Doors.

SCOTLAND, S. D., July 10.—The Honhomme County Bank of Scotland has closed its doors following the disappearance of its president, H. Henry Wenzlar, and a week's run, during which time more than \$100,000 in deposits were withdrawn. State bank examiners are in charge.

The bank was one of the oldest in the state with deposits of \$668,900. S. & H. green stamps for cash Holman Fuel Co. Mats 25c, 50c, 25c.

## COLUMBIA IS RECEDING

### River at Crest of Season Reaches Only 16-Foot Stage.

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Many and varied are the tales told by automobile owners to get gasoline. They appear at the stations with gallon cans to get gasoline to clean clothes, their cars are stalled on the road miles from home, some one is seriously ill and needs their help; a man's father died and he must go 100 miles or more, and no trains for 10 hours; they have steep hills to climb and must have a full tank to make the grade, and similar excuses.

To all of these dealers turn a deaf ear. It is reported by the National parks highway association secretary of Spokane, that there is ample gasoline on the highways leading east from Spokane, and all along the highway east of Washington. It is understood that the supply in Portland is some-

## JITNEY MEN LOSE POINT

### Seattle Injunction Is Continued Only to July 19.

SEATTLE, Wash., July 10.—Seattle jitney drivers, who obtained a temporary injunction restraining the city from enforcing the jitney regulations, lost a point today when Judge Boyd Tallman refused to sign an order making the injunction effective until next fall.

Judge Tallman ordered the temporary injunction, which was returnable yesterday, continued until July 19, and gave the city until that date to answer the complaint of the jitney drivers.

## STORAGE PLANTS BEGUN

### Warehouses at Hood River and Odell to Cost \$40,000.

HOOD RIVER, Or., July 10.—(Special.)—Parker & Banfield, Portland builders, have begun construction of two new apple warehouses for Dan Wattle and company. One of the new structures is located adjoining the present quarters of the concern here. It will be operated as an additional storage unit. The new structure will be three stories high. The Odell house will be about 100 feet long.

The men are also engaged in com-

## NEW SCHEDULE DISLIKED

### Passenger and Mail Service at Hood River Is Changed.

HOOD RIVER, Or., July 10.—(Special.)—Hood River residents are not pleased with the O.-W. R. & N. schedule of passenger trains, announced to be effective tomorrow. No provision is made for a west-bound passenger train from 5:35 A. M., the time of departure of the Spokane-Portland train, until 12:30 P. M., when the Denver, Kansas City & St. Louis passenger train will arrive.

No provision is made for carrying west-bound mail between 5:45 A. M., the scheduled time of arrival of the west-bound fast mail, and 3:25, when the Pendleton express, west bound, passes here.

## PLANE FALLS; 3 KILLED

### Forest Patrol Craft Collapses Near Red Bluff, Cal.

RED BLUFF, Cal., July 10.—Three persons were killed near here today when an airplane piloted by Wayman Haney collapsed and fell 400 feet, according to Captain W. J. Hoover, commander of the aviation field here, late today.

According to the report the plane, which was used in the forest patrol service, was occupied by Haney, Antonio Salcido and Harold Robie, civilian observers, all of whom were killed.

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Paramount Trio	

Paramount Trio Popular Songs  
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