

CAR SHORTAGE IS MADE LESS LIKELY

New Demurrage Rules Appear to Make Shippers' Lot Easier, R. R.'s Harder.

(Special to The Journal.)
Salem, Or., July 10.—In the new demurrage rules prescribed by the railroad commission to take effect 60 days after July 1, the commission made it easier for shippers to order cars and at the hearing the railroad companies were given warning that they must furnish the cars on time or pay without protest the "severe" demurrage penalty of \$2 per car per day.

In the past the railroad companies have been quick to collect the demurrage penalties from shippers, and very slow to pay the penalty when the delay is on their side.

The new rules provide that a shipper may make application for cars to any superintendent in charge of the freight traffic of the railroad, or to the agent at the station where the cars are wanted, or to the station on either side of the switch where the cars are wanted. The commission rejected the request made by railroad officials that shippers be required to put up a bond to use the cars they order. The officials said too many orders for cars were cancelled, and the demurrage rules adopted, with the exception of a slight amendment, are identical with the national car demurrage rules, which have the tentative endorsement of the interstate Commerce commission, which desires to have a uniform basis on which the states should make their rules. The amendment applies to conditions in Oregon, and gives logging roads doing their own switching to the main lines 24 hours additional time in handling their cars.

Railroad companies may file objections to the new rules within 20 days after being given notice of the adoption of the rules. The demurrage and reciprocal demurrage is \$2 per car per day. Owing to an error in the copy of the rules as first printed and given out yesterday, it was stated the demurrage penalty had been reduced to \$1. The railroad companies sought to have it increased to \$3.

ARMSTRONG ASKS TO APPEAR BEFORE THE GRAND JURY

(Continued From Page One.)
Armstrong, nor whether Craddock will find himself likewise involved.

Captain Slover's actual testimony before the grand jury consumed less than five minutes, but for most of the forenoon he remained in the jury room gossiping with the inquirers while other witnesses were being awaited. District Attorney Maguire stated that the alleged coercion of patrolmen to subscribe to the Daily News during the last municipal campaign was not a part of his story.

The general system of handling police appointments and the head of the department's attitude in regard to transfers of beats, recommendations for promotions and similar routine of the police force was talked over informally, though this, it was declared, had no bearing on the charges alleged to involve Armstrong.

Armstrong's Point of View.
Sitting to the point of reprisal by the returned Detective Sergeant Craddock is supposed to have made before the grand jury. County Superintendent Armstrong this morning admitted that his statement to The Journal yesterday was not as simple as it might have been.

"Craddock came to see me several times," he said this morning. "Under the Simon administration he asked me to help him get the position as detective sergeant and was finally appointed, receiving the pay of a regular detective sergeant. He seemed on intimate terms with Markham, president of the ice machinery plant, in which I was interested. He may have thought this friendship would influence me in his behalf."

Craddock Asks Help.
"Again, when a vacancy in the captaincy occurred, Craddock asked me to help him get the position as captain. As I had known him, I told him I would do what I could. Later, he made the same request when the position of assistant chief was created."

Craddock never made proposals of any sort where money was involved. I presume he expected to take advantage of my friendship to help him get the desired position."

Armstrong declared that Markham has left town, and is now presumably in Seattle. Markham's name was brought into the affair through the assertion that he was Armstrong's campaign manager and was present when the alleged negotiations for preference in appointments were considered. Armstrong denied absolutely that Markham or anyone else acted as his manager.

Patrolman Klingensmith, who testified before the grand jury yesterday, this morning admitted that he had paid \$20 to Craddock to insure his appointment. "I told that to the grand jury," said

OFFICIAL WHO SEEKS GRAND JURY HEARING



A. P. Armstrong.

Klingensmith. "This money was to go to Armstrong, they told us."
Deputy District Attorney Maguire, who had seen Klingensmith talking to a reporter, intervened and ordered Klingensmith to stop talking about the case to anyone. Later Klingensmith attempted to qualify his previous statement. In Klingensmith's name appears as No. 23 on the eligible list, with a grade of \$3.

INTENT IN GRADING CIVIL SERVICE PAPERS IS TO PREVENT FRAUD

Secretary W. A. Tupper of the civil service commission this morning explained the method of examining applicants for positions on the city police force, how men are graded, how selections are made from the list of those who passed examinations, and how, if any delinquency were employed by the examiner, it would have to be done before any record were made on the commission's books.

The last examination, from which appointments are now being made as vacancies occur, was held in February, according to the records. Those who passed this examination began taking their places after April 1.

The men who are alleged to have made the charges that they were solicited to contribute to former Civil Service Commissioner Armstrong's campaign for county superintendent have the following grades: J. S. Thompson, \$6; C. W. Vroman, \$9.9; George E. Teeters, \$7.5; Eugene Schiller, \$7.3. Eighty-four men passed the examination and stand on the eligible list, and of these 19 so far have been placed on duty in the police department since April 1. Thompson was the first man chosen; Vroman the thirteenth, Schiller the nineteenth and Teeters thirty-second.

Tupper explained the apparent appointment of men far down the list ahead of others with higher grades by saying that those of lower grade were put on special duty, only temporarily, the men of higher rating not caring to hold the position. In the office, who held to fill in for a few days or weeks on special police duty. As fast as permanent appointments were to be made, however, he said, the men of higher grades were given the positions.

"No one could change the grades to give a man a higher rating without changing the records on the commission's books as well," said Mr. Tupper. "He couldn't do that without the knowledge of everyone in the office, who consult these books almost daily."

However, he admitted that it would be possible to change the grades before record was entered if the examiner knew whose paper was being marked. Since the papers are identified only by number, however, he thought this impracticable.

BEGIN FIGHT TO GAIN \$7,000,000 ESTATE

(United Press Leased Wire.)
Los Angeles, July 10.—Petitions protesting against the distribution of the \$7,000,000 estate of the late Mrs. Arcadia de Baker have been filed here today by heirs of Mrs. de Baker's first husband, Abel Stearns, who died in 1871. The petitioners assert that Stearns was worth more than \$1,000,000 in non-community property at the time of his death and that this property was the basis for the present de Baker estate.

The petitioners all are residents of New England states. A stubborn protracted fight is promised by their attorneys.

Klamath Fair Date Set

Klamath Falls, Or., July 10.—The Klamath county fair will be held in this city the last week in September. It is proposed to combine a street carnival with the agricultural display.

2 COMPANIES TOLD NOT TO SELL STOCK

Treasure-Saving Concern and Photo-Zingograph Men Must Get Patents.

(United Press Leased Wire.)
Salem, Or., July 10.—Corporation Commissioner Watson today denied permits to do business or sell stock in this state to the Inter-Continental Salvage company and the Photo-Zingograph company of Portland. Both companies have applications for patents for their inventions pending, and no permit will be given them until the patents have been secured and further satisfactory showings have been made to the corporation department. The Zingograph company has a Canadian patent.

The Inter-Continental Salvage company has \$500,000 capital stock, with approximately 40,000 shares issued. Some of these shares have been issued since the blue sky law went into effect, but Corporation Commissioner Watson said no prosecutions would be brought if the concern proved to be legitimate. W. D. Sisson is the inventor of the diving bell, which the literature of the company asserts will do the work of men in fastening pontoons to sunken vessels to be salvaged. He has a contract with the company for 25,000 shares for his invention.

The Photo-Zingograph company has a capital stock of \$250,000, the idea for which patent has been applied for being a secret method of reproducing pictures, maps, lithographs, work, etc. Threatened litigation now hangs over the company.

OREGONIANS OPPOSED TO THE BINDING RULE

(Washington Bureau of The Journal.)
Washington, July 10.—Both Oregon senators opposed an impending rule to enforce support of caucus action on the tariff. Senator Chamberlain made a speech declaring he could not conscientiously approve it.

"We are all in favor of any amendment to the tariff bill or take any other action that seems good to us," said Senator Chamberlain today. "But we feel a sense of responsibility and I think the majority will be a unit for the bill. We must stand together or we can't hope to get anything through."

Senator Lane also expressed himself as well satisfied with the decision not to bind members to support the action of the caucus.

'AUNTY' RALEY, MOTHER OF PENDLETON, DYING

(Special to The Journal.)
Pendleton, Or., July 10.—Mrs. Auna M. Raley, familiarly known as "Auntie" Raley, the mother of Pendleton, is seriously ill at her home in this city and little hope of recovery is entertained. Her illness is incident to old age; she is past 84. Mrs. Raley and her first husband, M. E. Goodwin, gave the land for the original townsite of Pendleton at a time when the county seat was ordered transferred from Umatilla to a more central location.

Depot Grounds to Be Beautified.

(Special to The Journal.)
Pendleton, Or., July 10.—The city council will accept the offer of the O. W. R. & N. company for a 15-year lease of the grounds adjacent to the depot for park purposes and a parking fund will be established. The women of the Civic club took the initiative and were backed by the Commercial association.

166 FULL CARS LEAVE CONDON IN 2 MONTHS

(Special to The Journal.)
Condon, Or., July 10.—That Condon is a good shipping point is proven by the records at the local depot, which show that during May and June 55 carloads of grain, 23 carloads of wool and 88 carloads of stock were shipped from the local yards. Of the stock there were 49 carloads of sheep, 10 carloads of horses, 13 carloads of hogs and 10 carloads of cattle. Of the grain, there were 44 cars of wheat and 11 cars of barley. Most of the shipments were consigned to the Portland market, with the exception of the wool, 14 cars of which went to Pendleton and 9 cars to Chicago.

SCIENTIST PROPOSES TO MAKE EUGENE, OR., STATE'S FLYLESS CITY

Sanitary Survey Is Finished and Citizens Join Crusade That May Lessen Disease.

(Special to The Journal.)
University of Oregon, Eugene, Or., July 10.—Declaring the fly is a useless and extremely dangerous evil in American cities, Dr. Fremont Clifton Hodge, famous entomologist at Clark university, and who was first to introduce the anti-fly crusade three years ago, has undertaken to make Eugene the first flyless city on the Pacific coast. Dr. Hodge is a member of the University of Oregon summer school faculty.

A sanitary survey to determine the source and extent of fly breeding places is about completed and shows that routing stable manure is responsible for virtually all the flies. If this is carried away once a week flies cannot breed, he says, for 10 days is required for the fly to hatch.

The city is taking up the crusade, and manure piles are being carted out by the score. Entire districts are now entirely free from these fly breeding places. Flies, Hodge declares, do not do over half a mile from their breeding place. At his home in Worcester, Mass., he says, he cannot find a fly on his place, has not a screen on his house, and makes his porch an open air dining room although a congested factory district is but a mile distant.

Professor Hodge declares the problem of ridding Eugene and all western cities of fly nuisance is relatively simple because of the ease of obtaining and lack of ignorant foreign elements.

He attributes the spreading of infantile paralysis, summer complaints of infants, which annually kill off thousands of children, to the flies which breed during the fly months; smallpox, measles, and the like to the fly. Eugene has responded to Dr. Hodge's help, especially after the city health officer had made it appear that ridding of flies is necessary to check the existing epidemic of measles.

Dr. Hodge's plan of attack is to remove breeding places from the city. Flies already about. He has invented traps, made out of soap boxes and a few cents' worth of wire screen, in which the flies are actually caught by a bushel. He has also advised Eugene are building these at present. The city Y. M. C. A. has taken an active part in the present campaign.

ACTIVITY OF POLICE IN CAMPAIGN MAY YET END IN INVESTIGATIONS

(Continued From Page One.)
That each of them would be expected to get 10 subscribers for the News for one month, and to turn in the \$3 thus secured to the business office of the paper.

Patrolmen "Dig Up."
Fearing a refusal would incur the wrath of their chiefs and possibly those "higher up," a number of men on the force submitted to what they now characterize as a "mild" or "light" holdup. They dug into their own pockets for the \$3 and turned the money over to the business office of the News, along with a list of "subscribers." As a result of the holdup, a number of men subscribed for the paper, were surprised to see it delivered regularly at their homes, without the payment of a cent on their part.

Several of the men in the department are known as "beat" or "territory" men. This petty imposition, and it is said were threatened immediately with a "beat in the woods," as beats in outlying and lonesome districts are called by patrolmen.

In instructing his subordinates, Captain Baty says he was working on direct order from E. A. Slover, then chief of police.

"I got my orders from Chief Slover," said Baty, "and at the time told the chief that I did not like the looks of the proposition and did not want to do it. But when you received instructions from the department I have long since learned that it is best to follow them. I have nothing to hide in regard to the transaction and no one to protect."

Ex-Chief Slover contradicts Baty's statement and declares that he gave no such order, though he admits discussing the plan with some of his men. He insists that he received no orders from Mayor Rushlight or from the mayor's secretary, McCord Slover. He declined to say who first suggested that the police be made solicitors for the News.

Rushlight Makes Denial.
Ex-Mayor Rushlight vehemently denies any connection with the transaction, and says that if such an order was issued he knew nothing about it. He says that he heard of it during the primaries and ordered it stopped.

"During the campaign I was informed that the men on the force were getting subscriptions for the News and I spoke to Chief Slover about it," said Rushlight, immediately afterward. Slover, it is said, countermanded the order, not, however, until a number of officers had paid over their money to the News as ordered.

From authentic sources it has been learned that police of all political faith were told to "beat in the woods" before the proposition. Albee, Rushlight and Lombard men were treated alike in this respect.

Most of the detectives did as they were told, particularly so after they had received indirect intimations that it was "much better to work in plain clothes than in uniform," a polite way of saying something would happen to those who did not obey.

LOST CONDUCTOR CAP OF BLOODSTAINED CAP FOUND

(Special to The Journal.)
Spokane, Wash., July 10.—While his wife is visiting with her parents at Helix, Or., J. W. Clay, street car conductor, 25 years old, who is believed to have met foul play at the hands of thugs, is being sought by the Spokane authorities. Clay disappeared July 7 after drawing two weeks' pay. Last night his uniform cap, stained with blood, was found beneath the Post street bridge near the city business district. The river was dredged till a late hour without success. The cap is identified by the number, 335.

ADMIRALTY LORD CAN'T "DO IT"

Heads of British Fleet in Annual Maneuvers Ask That Hands Be Kept Off.

(United Press Leased Wire.)
London, July 10.—A declaration of war was wireless from the admiralty today, and from midnight on 41 great battleships, 39 heavy cruisers, 23 light cruisers, 13 mine layers, 137 torpedo boat destroyers, 20 torpedo boats and 43 submarines, will give battle off the British coasts.

The Germans have nothing to do with the conflict, for the "war" is merely the annual, British naval maneuvers, and Admiral Sir George Callaghan, commander-in-chief of the home fleet, will try to protect the coasts against the attack of his very good friends, Admiral Sir John Jellicoe, Sir Alexander Bethell and Archibald Moore.

The plan of battle is being kept secret by the admiralty, but it is understood that Jellicoe has orders to try to land a strong force of marines on the east coast, and it is up to Callaghan to prevent his doing so. Particular interest attaches to the work of the submarine and destroyer flotillas, which, reinforced by three hydro-aeroplanes, will test the defenses of Rosyth, the Humber, Harwich, the Thames, Dover and Portsmouth.

Admiral of the Fleet Sir William H. May is supreme in chief, and it is reported in naval circles that he and the opposing admirals have put their feet down strongly against interference from headquarters. Although no details were made public, it leaked out that during last year's maneuvers First Lord of the Admiralty Winston Churchill and his advisers at the admiralty tried to direct the fleets by wireless from London and got them into such awful tangles that a real enemy could have knocked them to pieces with ease.

LANE TALKS TO M'ADOO ON ALCOHOL MEASURE

(Washington Bureau of The Journal.)
Washington, July 10.—Senator Lane has discussed the provisions of the law governing the manufacture of denatured alcohol this morning with the secretary of the treasury, who asked further particulars which will be supplied by the commissioner of internal revenue. Lane believes that some modifications of the law will be a boon to farmers, who will be able under it to turn much waste product into money.

TWO FISHERMEN DROWN NEAR COLUMBIA'S MOUTH

(Special to The Journal.)
Astoria, Or., July 10.—The report that two fishermen were drowned Sunday near the mouth of the river is confirmed. The accident occurred on Peacock Spit while a heavy swell was running. While the boat was seen to capsize, both men went down before they could be reached by the lifesaving crew. It is thought one of the men was Ferner Boat, a boat used for fishing since Saturday night. The name of the other is not known.

SILVER LAKE TO ISSUE \$2500 BONDS FOR WATER

Silver Lake, Or., July 10.—The city council has decided to install a complete fire and water system. City bonds to the amount of \$2500 will be issued, the bonds to run for five years at 6 per cent interest. A large gasoline engine will be installed to furnish the water. The \$2500 to be raised, with the money now on hand, will be more than enough to pay for the system.

F. E. & E. Nearly Done to Eugene.

Eugene, Or., July 10.—The last construction camp in the F. E. & E. railway between Eugene and Monroe has been closed and the entire line is now ready for ballast. The company is shipping 100 car loads of gravel every day from the bar in the Willamette river at Corvallis for this week, and ballast crews are scattered along the line for several miles south of Monroe. The company will be able to inaugurate a freight service between Corvallis and Eugene in a very short time. A big celebration will be held at Monroe in a few days to celebrate the opening of the line. Eugene and Corvallis people will attend, the company furnishing each city a special train for the affair.

OFFICIALS REFUSE TO CUT CASH FARE

Might Lower Commutation but That Fails to Satisfy Garden Home Folk.

(Special to The Journal.)
Garden Home, Or., July 10.—At a rousing mass meeting held in the schoolhouse at this place last night a permanent organization was formed for the purpose of securing a 5 cent cash fare for Garden home and a general reduction of fares all along the line of the Oregon Electric railway. This action follows the refusal of the Oregon Electric officials to consider favorably the demands of the people of this district for a reduced cash fare. R. R. Giltner, who presented the demands of the people to the railway company, spoke at length on his conference with the company officials. That there was no hope of securing the relief sought from the railway officials without a fight before the railroad commission was apparent from the start. However, the company officials signified a willingness to reduce the commutation fare to Garden Home, with other special fares on certain days. The demand for a reduced cash fare was met with a flat refusal.

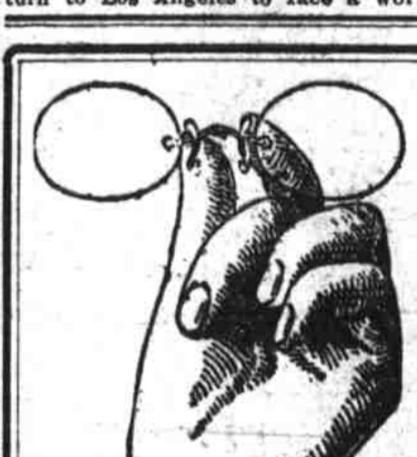
At the conclusion of Mr. Giltner's report the motion to form a permanent organization was almost unanimously carried. E. J. McCarthy was elected chairman, and R. R. Whiting, clerk. An organization committee of five was then named, whose chief duties will be to see that mass meetings are called at other stations along the line and similar organizations formed. It is intended that the organizations work in conjunction with the Garden Home body.

Delegations were present from Metzger, Beaverton, Maplewood, West Portland and other points along the line, and the sentiment expressed was for an aggressive campaign to secure a material reduction in the present cash fare.

A publicity committee, composed of G. G. McCombie and J. A. King was also named. This committee has authority to furnish the press with the proceedings of all meetings held in the future.

JUMPS INTO 90 FOOT WELL TO ESCAPE JAIL

(United Press Leased Wire.)
Los Angeles, July 10.—Rather than return to Los Angeles to face a worthless



AMUSEMENTS

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THEATRE
11th and Morrison
7 NIGHTS
BEGINNING NEXT SUNDAY
Shubert Row. Present by Arrangement with Charles Frohman.

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In August Thomas' Master Drama of Broad Humanity
"ASA MAN THINKS"
Evenings and Sat. Mat. lower floor, 10 rows, \$2.00; 12 rows, \$1.50. Balcony, \$1.00. 10c. Special prices mat. West. lower floor, 10 rows, \$1.00; 12 rows, \$1.00. Balcony, 9 rows, 75c, 10 rows 50c.

Globe Theatre

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GREAT TWO REEL DRAMA.
A Hero Among Men

ALICE JOYCE IN
A Victim of Deceit

PRETTY NORMA TALMADGE.
Count Barber?

SUNDAY

A SELLING SENSATION.
A Wild Ride

DANIAGES

Broadway and Alder Streets.
WEEK July 7.—"A Bulgarian Romance," with Mrs. Bob Fitzsimmons (Julia May Wilson), E. H. Kane, the Viennese Frotto and 15 Musical Comedy Stars; Jos. E. Bernard & Co. The Great Marx Duo. La Petite Alva, Sylvester & Vance, Billy Zolga, Photographs.

LYRIC

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TOMMY BURNS
Ex-Heavyweight Champion
The New Musical Comedy Skit, "The Two Thieves."

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SIXTH AND WASHINGTON STREETS
OPEN 11 A. M. TO 11 P. M.
Program: "The Forbidden Way" (Two-reel Essanay Drama); "The Trial of Mrs. M." (Bell Drama); "The Millinery Bomb" (Vitaphone Comedy); "Solitaire" (Vitaphone Comedy); Musical burlesque, "Quakers. Change of bill Sundays and Wednesdays.
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Venice
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July 6, 8, 10, 11, 12, 13.
Games begin week days 8:15 P. M. Sunday at 2:30 P. M.
LADIES' DAY FRIDAY
Boys under 12 free to bleachers Wednesday.

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Call up Main 6499 or A-499 and have your orders delivered.

National Special Beer in dark light-proof bottles. Special, one dozen quarts, delivered—bottles exchanged \$1.00

Sherry, Port, Angelica or Muscatel; \$1.50 75c quality. Per gallon \$2.75

\$4.00 Rye or Bourbon Whiskey, per gal., delivered.. \$2.75

California Brandy, regular \$4 grade. Special, per gallon \$2.75

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\$14.85	For \$20.00	
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Three—Shows a Day—Three

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50c Merchants' Lunch—12 to 2—50c

HEAR THE NEW SONG HIT—"In My Harem," by Misses Gilbert & LeRoy—"Row, Row, Row," "Good Night, Mr. Moon," and others.

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THE RENOWNED EUROPEAN VIOLINIST
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