

SUCCESS OF GERMANS WOULD BE TERRIBLE SAYS NOTED WOMAN

Would Be Disastrous to the Hopes of Women World Over, Says Mrs. Pankhurst

MARRIED MEN FIGHTING

It Is the Bachelors, Away From Women's Influence, That Are Holding Back in England Now.

By William G. Shepherd, United Press Staff Correspondent. (Copyright, 1915, by the United Press. Copyrighted in Great Britain.) London, March 19.—Conquest of the world by imperial Germany and a "Germanization of woman," would deal a heavy blow to civilization. Mrs. Emmeline Pankhurst, militant suffragist leader, declared today in an interview with the United Press. Mrs. Pankhurst was discussing with me the appeal of President Walter Huddell of the board of trustees of an organization of English women to aid the government in the war. The militant suffragette, she said, welcomed the chance to show that women may be an important asset.

"But what is the position of the German women in the war?" I asked.

"It would be a terrible disaster if the Germans captured the world," was her decisive response. "The Germans, we must admit, take good care of their women. But they regard them—I do not like to use the word—as breeders. They consider them solely a means of maintaining the race. On the other hand, a conquest of Germany by the allies would mean not only the liberation of civilization but the liberation of German men and women from German ideas."

Alcohol Causes Crime.

I was about to put another question when Mrs. Pankhurst interrupted. "What about the violation of women by German soldiers?" she asked.

I suggested that probably there were bad men in every army. "But it is for the army which consumes the most alcohol," she replied. "I don't believe British soldiers would behave like the Germans under similar circumstances. When the tables are turned and the allies begin to advance into Germany, the supply of alcohol should be cut off."

"There is no necessity, nor will there be any that English women actually take up arms," said Mrs. Pankhurst with a smile. "But it is the duty of English women to perform the normal work of the nation while the men are at the front, if they are needed."

"The suffragettes have always wanted the government to regard English women as a reserve force. The vast intelligence and capability of women may be made an asset. Two-thirds of Lord Kitchener's army are married men. British women, who have any control over men are insisting that they join the forces at the front. It is the bachelors who are holding back. They lack a woman's influence."

"The suffragettes love our country as much as all the women of England could. We could have gone to America where women are getting the vote or to some English colony, but we remain in England because of our love for our country."

"We feel that German victory will set back the feminine movement indefinitely, and we know that the women of England can be converted into a tremendous asset for assisting the cause of the allies."

7 Steamers Carry Supplies to War

100,000 Tons of Ammunition, Autos, Provisions, Guns Bound for Southern Europe; Part of Big Contract.

New York, March 20.—One hundred thousand tons of war supplies—guns, ammunition, automobiles, provisions and hospital supplies—left this port today in the holds of seven steamers bound for ports in northern and southern Europe.

The Adriatic of the White Star line carried 18,000 tons, the largest single shipment of hospital supplies ever stowed on one steamer. The cargo trucks are bound for France. On the Cunard liner Orduna forward deck were lashed two 14-inch guns measuring 53 feet long and 60 inches wide at the breech, all part of the \$100,000,000 contract obtained by Charles M. Schwab. The Orduna will stop at Halifax to take aboard 750 Canadian reservists.

The American liner St. Louis, also for Liverpool, carried provisions and a large quantity of hospital supplies and mail. The French steamer Rocheambeau had 400,000 tons of hospital supplies, the Norwegian-American liner Bergenfjord carried provisions, hospital supplies and 10 American nurses going to join the European Red Cross.

The Italian steamer Europa sailed for Genoa with 400 horses and the steamer Kanawha with 1100 horses for the Italian government.

HELD UP BY THREE BOYS

Henry Tabonet, 730 Prescott street, reported to the police that he had been held up by three boys at East Twentieth and Wygant streets about 10:20 last night. Two of the boys held him while the other tried to go through his pockets, he said. He thought he recognized the boys, and gave their supposed names to the police.

Run Over by Jitney

S. Severson, who lives at Union and Hawthorne avenues, was run over by a jitney, driven by M. E. Heath, 312 East Forty-seventh street, at Water street and Hawthorne avenue, late last night. Severson was cut and bruised. A charge of reckless driving was placed against Heath, who was released on his own recognizance for appearance in municipal court Monday.

WALL WORK FELL DOWN

Friction arose between the contractor and the highway department engineers, who insisted that the work should not be slighted, but should be done according to specification. A piece of wall work, which the engineer asserted was not properly built and which was not accepted by the engineer, fell down damaging the railroad track.

President Orders Much Land Opened

After North and South Dakota Make Certain Selections Thousands of Acres Will Be Subject to Entry.

Washington, March 20.—On Secretary of the Interior Lane's recommendation President Wilson has ordered that after North and South Dakota have made certain selections, 39,000 acres of wall work, 900 South Dakota acres of the Standing Rock Indian reservation be opened to entry under the homestead laws.

Peace Association Meets

The regular weekly meeting of the World Peace association was held in the Central library last night with Isaac Swett, J. E. Stack and Mrs. J. W. Latimer as the principal speakers. Mr. Swett discussed the plans for world peace. Mr. Stack, secretary of the state federation of labor and of the Portland Labor council, spoke on "Labor's Program for World Peace." Mrs. Latimer spoke on the "Earliest Peace Propaganda." Several songs and special music were given.

THE OFFICE AND A SPRING DAY



MANY BILLS TO BE ACTED ON IN SHORT TIME AT OLYMPIA

Washington's Legislature Is Scheduled to Adjourn Mid-night Tuesday.

Olympia, Wash., March 20.—With several bills still to be acted upon between the present time and midnight of next Tuesday, there already are more chapters of the 1915 session laws than the total output of the 1913 session, numbering 184.

There are still nine bills outstanding, of which at least two or three will be approved by Governor Lister.

The following bills were vetoed today:

Amending eight-hour public works law to allow 10-hour day on road and bridge work.

Establishing legal authority for rendering of judgment notwithstanding verdict, allowing judgment to be set aside upon admission of party that fraud was practiced.

Prohibiting hunting in eight sections of Pierce county dairy district near Puyallup.

Establishing board of druggists to regulate drug licenses to "drugless healers."

DAY SCHEMING TO GET FRIENDS FROM BAD HOLE

(Continued From Page One.)

In his allowances and classifications of material.

Senator Day's associates have called upon him to help them out of their financial difficulty, and he must make good. Senator Day is therefore using all his political influence to compel the majority of the state highway commission to treat its agreement with Hood River county as a scrap of paper, to break faith with those contractors who have bid upon the Mitchell Point work and to discharge Engineer Bowby because he is too honest.

The state must be made to pay the losses of the Consolidated Contract company. Senator Day's business associates must be made financially whole by the taxpayers of Oregon.

Columbia Must Have Money.

Senator Day is not interested in any contract in Hood River county, but he is in Columbia county. Therefore Hood River county shall not have the appropriation. It must go to Columbia county. State Highway Engineer Bowby is protecting the taxpayers against the contractor, therefore he must go.

On May 6, 1914, the Consolidated Contract company of Portland entered into a contract to clear and grade 38 miles of highway in Columbia county. It is claimed that the company lost money on the contract, although it was taken on most favorable terms.

It is claimed by engineers that its failure to make a profit was due to lack of experience, equipment and organization. Much of the work was let out to subcontractors without the consent of the highway department.

The contractors' methods of doing business with the subcontractors were disclosed to the discredit of the contractors in a suit brought in the Multnomah county court by a merchant of Clatskanie to obtain a judgment for supplies furnished subcontractors.

According to the estimates of the state highway engineer, there was due the contractors the sum of approximately \$50,000. Instead of accepting

this amount and seeking an adjudication of its claims for extra work in the courts the company deferred making a settlement, relying upon Senator Day to secure the dismissal of Engineer Bowby and the appointment of a new official.

Pending this consummation the company has negotiated a loan of \$50,000 to tide it over. The only hope for the company to extricate itself from its embarrassment is the success of Senator Day in getting a state appropriation and the appointment of a pliable engineer.

Would Prohibit Competition.

Another attempt of Senator Day to further his interests as a paving contractor and those of his business associates was his endeavor at the last legislature to secure the passage of a law that would practically prohibit competition in paving bids.

Again the intimate relationship between the Oregon Independent Paving company, the Consolidated Contract company and the Columbia Contract company is shown. Daniel Kern, who owns stock in the Oregon Independent Paving company, a one fourth interest in the Consolidated Contract company, is president of the Columbia Contract company.

This company has a contract to furnish stone for the government jetty at the mouth of the Columbia river and operates a quarry at Fisher's Landing. There has accumulated at this quarry a large amount of small rock which does not meet the size requirement of the government.

It would be good business to use this rock in the manufacture of pavement if a market for the pavement could be found, a market where competition had been eliminated. Some chemists, however, assert that the rock will not come up to first-class paving standards.

At any rate, the rock is encumbering the quarry and how to dispose of it is a problem.

Yeon's Scalp Next.

It is asserted by some that Senator Day, after he shall have succeeded in having Engineer Bowby removed, will turn his attention towards "getting" Roadmaster Yeon. The roadmaster will not play politics and become a factor in building up the political machine that will function throughout county and state at the command of Senator Day. He has already begun his campaign by having his agents out working against the proposed bond issue by circulating reports that Roadmaster Yeon is committed to a certain type of pavement, notwithstanding Mr. Yeon's often publicly expressed statement that there will be open specifications and that all types of pavement will be given consideration.

BOWLBY'S OPPONENTS WANT HIM TO BE PLACED ON HOOD RIVER WORK

Salem, Or., March 20.—Opponents of State Highway Engineer Bowby have lately been urging that the highway commission put Bowby in charge of the work in Hood River county and appoint a new highway engineer for the rest of the state.

When Governor Withycombe put over consideration of today's meeting of Bowby's proposed appropriation of road funds, he intimated that consideration of other highway matters should come up first.

Senator I. N. Day of Portland today requested and secured a copy of the resolution passed last year by the state highway commission promising to expend state funds on Mitchell Point, Hood River county. The senator did not state what use he proposed to make of the resolution.

Paper Trail Leads Hounds to Quarry

Over four hazards, through brush and across country Mrs. James H. Murphy and Miss Ann Shogren, harried 20 riders of the Portland Hunt club yesterday in one of the most enjoyable paper chases ever ridden by Hunt club members. The perfect weather added greatly to the enthusiasm of the ride.

H. M. Kerron, on Oregon Frank, led the riders; Eugene Oppenheimer on Call Bond, came second, and Walter Gruettger won third honors. The chase was two miles in length in the vicinity of the clubhouse.

President Orders

After North and South Dakota Make Certain Selections Thousands of Acres Will Be Subject to Entry.

Washington, March 20.—On Secretary of the Interior Lane's recommendation President Wilson has ordered that after North and South Dakota have made certain selections, 39,000 acres of wall work, 900 South Dakota acres of the Standing Rock Indian reservation be opened to entry under the homestead laws.

The lands entered prior to August 19, \$5 per acre must be paid, one-fifth with the applications, which, with declaratory statements, accompanied by fees and commissions, must be filed by May 17. There will be drawings at Bismarck, N. D., May 19, and at Timber Lake, S. D., May 21, to determine continuing applications. The lands will not become subject to settlement in advance of entry until November 19.

The lighting temperature of coal in locomotive firebox is about 1200.

CHIEF MOGUL OF A REAL BOXING CLUB, SPECIAL AGENT, TOO

Joe Keller Was "It" and Thereby Hangs This Interesting Story, Tra La La.

To be a parole officer and special agent of a governor is one thing. To be chief mogul of a boxing club is another. Either may be all right by itself alone, but when the two are combined in one person, that person's feet no longer know the paths of pleasantness.

At least, that would seem to be the experience of Joe Keller, erstwhile captain of police in Portland, later one of the organizers and president of the Mohawk boxing club, and now parole officer of the Oregon penitentiary and special agent of Governor Withycombe.

The Mohawk club was organized last September. Premises at 47 1/2 Union avenue were leased from the owner, N. C. Evans. The lease was signed by the club and by Keller and a man named McDonald individually. The rent, \$50 a month, was paid up to January 1, but none has been paid since that time.

Now, unpaid rent is a well known, if not a popular, bugaboo. The bugaboo camped on the trail of Joe Keller, fistic impresario, when he attempted to mount ambition's ladder. How the bugaboo was dispensed is a chapter by itself in the thrilling romance that might be woven of the variegated career of the ex-captain of police.

Evans, desiring his rent and having no intention of "queering" Keller with the governor, who had just appointed him to a responsible and confidential position, attempted to attach the receipts of a smoker at the Mohawk club the night of March 12.

Instead of following instructions and serving the attachment after the box office had garnered its harvest, the deputy constable served the writ early in the evening, so that when the fight fans arrived they were greeted with a dark hall and padlocked doors.

While Evans was vainly trying to collect his rent, Jack King, well known local sporting man, came to him with the proposal that he cancel the lease to the Mohawk club and make another lease to a new organization at a lower rental.

King quoted Keller as saying to him: "You fellows have got to get me out of this trouble. You know I am in the governor's office now. I am the governor's special agent and I can queer the whole game," meaning the boxing game.

That's about all, except that Keller's father and brother are both deputy constables. And that Gus Moser, Keller's attorney, is the Senator Moser who established the infamous speakeasy bill in the last legislature. And that McDonald, who signed the lease with Keller, is said to be slated for appointment as deputy sheriff.

Who wouldn't be a governor's special agent, even if the rent wasn't paid, provided he had such powerful and influential friends as ex-Captain Keller seems to have?

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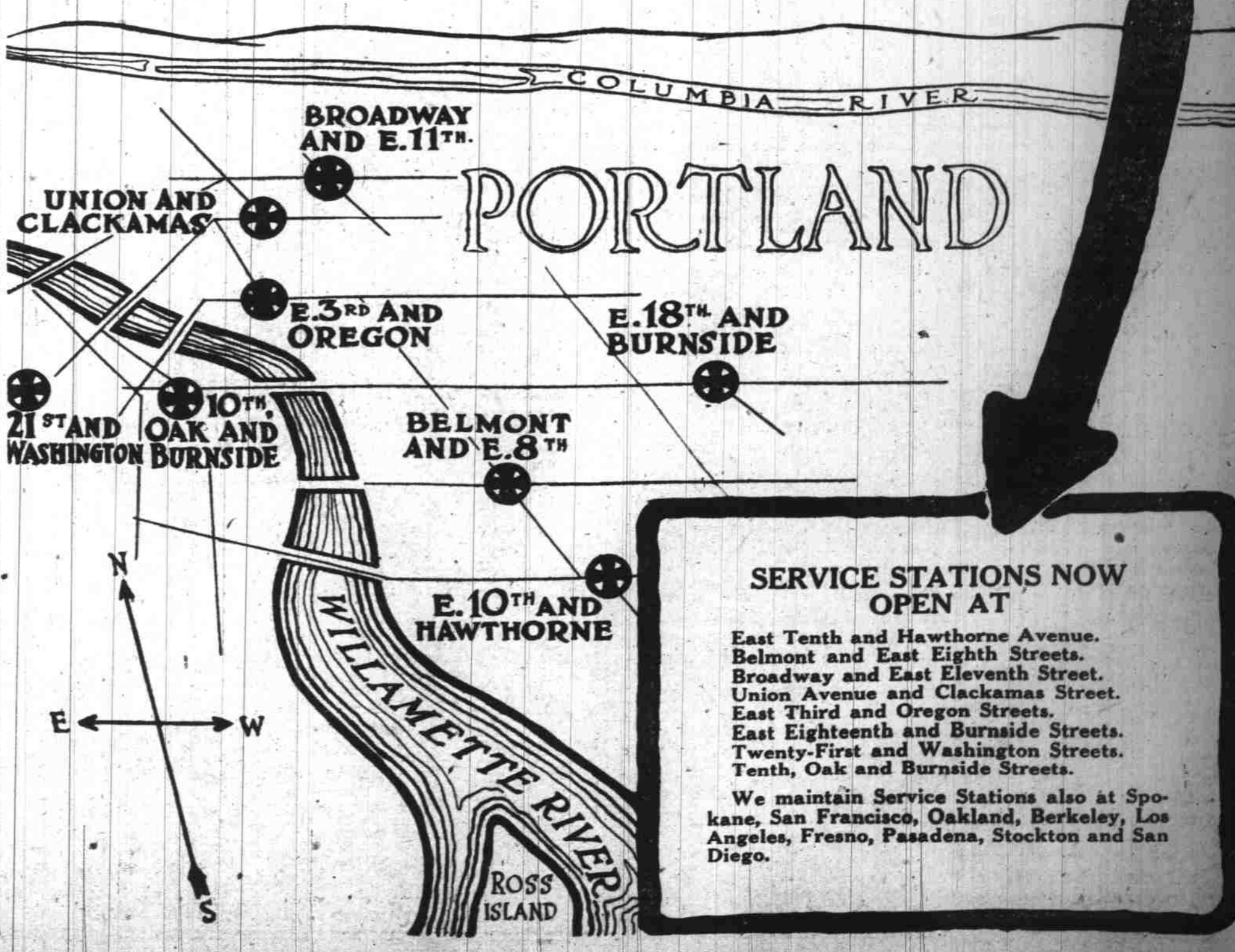
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ZEROLENE AND RED CROWN

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And now, in order to serve the motorist more conveniently—to put Zerolene and Red Crown where you can get them easily, quickly—we have established in Portland Service Stations similar to our stations in other Pacific Coast cities. All are ready to serve you with Zerolene and Red Crown. Thus we hope better to carry out our long-established policy of Standard products—backed by Standard Service.



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