

IT'S ALL TRUE" and "IT'S ALL TRUE"



Oregon Daily Journal



THE WEATHER: Tonight fair and colder; fair Wednesday; southerly winds. Humidity 55.

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PRICE TWO CENTS

ON TRAINS AND NEWS STANDS FIVE CENTS

SENATORS SAY END OF WAR NOT IN SIGHT; LEE SAYS RAILS DON'T TRY TO HELP

RAILROADS BUGLE TO DISCREDIT, IS CHARGE

President of Brotherhood of Trainmen Says Owners Anxious to Make Out That Government Operation Is Total Failure.

Engines Allowed to Freeze During Cold Weather and Competent Men Replaced by Green Hands in Order to Hinder.

WASHINGTON, Feb. 5.—(U. N. S.)—The traffic congestion of the railroads during the cold weather was caused by the intentional lack of cooperation on the part of railroad managers, it was charged at the hearing before the railroad wage commission today by W. G. Lee, president of the Brotherhood of Railroad Trainmen.

They do not want the government to make a success of its operation of the railroads. I can back up the statement that experienced railroad men are not permitted to perform their duties as their experience would dictate.

They know that if the government makes a success in railroad operations they will never be handed back. Do you think the public will let them go back? That is why I want to see the government make a success of it.

"I hope you will excuse me," Mr. Lee said, "for being suspicious, but I have been dealing with these gentlemen for half a century."

Russ Leader Known Here Mrs. Schwab With Trotsky Led Cannery Girls' Strike

Was Arrested in Portland During Industrial Trouble on East Side.

MARY SCHWAB FORMER Portland strike leader who is now one of Trotsky's chief counselors among the Bolsheviks.



Mrs. Mary Schwab, once the strike leader of girls employed in Portland by the Oregon Canning company, is now high in the councils of the Bolsheviks in Russia.

"When I knew Trotsky he hated the czar, but he also hated the Kaiser and all others who claim to rule by divine right. I feel quite sure that Russia will not lag of much further aid to the allies, but I also feel quite sure that the Kaiser will get little comfort from Russia as long as Trotsky is in control."

Cavallini Admits Handling \$400,000

Parls, Feb. 5.—(U. P.)—Phillip Cavallini, one of the defendants involved in the charges of treason for which Bolo Pazari is on trial here, admits handling more than \$400,000 from Kevill Bolo, another of those involved, the prosecutor announced today.

William S. Biddle To Serve as Major

William S. Biddle, former captain in the United States army, was known in Portland, received his appointment today as major in the adjutant general's department of the national army.

Benson Appointed Supreme Court Clerk

Salem, Or., Feb. 5.—Arthur S. Benson, who has been deputy clerk of the supreme court for the last 16 years, was today appointed clerk of the court to fill the vacancy caused by the death of Judge J. C. Moreland.

TIMBER OPERATOR HAD RADIO PLANT

Sheriff of Washington County Confiscated Instruments S. P. Agent Had in Home.

Hillsboro, Or., Feb. 5.—Sheriff Applegate yesterday uncovered a radio plant a half mile from Timber and confiscated the apparatus. It belonged to J. E. Jacobsen, the operator and ticket agent for the Southern Pacific at Timber station on the Tillamook line.

Bonar Law Tells 'British Losses'

London, Feb. 5.—(U. P.)—Enemy submarines and air raiders have killed 14,120 British noncombatants—men, women and children—Chancellor of the Exchequer Bonar Law declared in the house of commons today.

Von Rintelen and Associates Guilty

New York, Feb. 5.—(U. N. S.)—Captain von Rintelen and 11 German associates were found guilty here this afternoon of conspiring to plant bombs on vessels carrying supplies and ammunition to the powers at war with Germany and her allies.

AM IS MORE SALMON WITH FIXED PRICE

Federal Food Administrators Discuss Fishing Problems and Decide to Avoid Surplus of Canned Salmon on the Pacific Coast.

Regulation of Industry Sought in Order to Protect Present Investments and Not to Upset Labor Market; Bread May Rise

Fish problems occupied the attention of the federal food administrators of the Pacific coast states in session with leading cannerymen at the Portland hotel today.

The objects of the meeting are: To regulate the prices of canned salmon; To regulate the output of salmon and other fish; To regulate the establishment of new canneries; To guard against a surplus of canning plants; To conserve the supply and avoid waste; To allocate the catch to the fresh salmon distribution; To establish prices to be paid fishermen in the districts; To regulate independent trap operators, sealers and fish wheel operators.

Representative cannerymen from Alaska, Puget Sound and Oregon were in attendance at the meeting.

It clearly developed in the early stages of the session that it is the purpose of the administrators not to allow any more canneries to be located in districts already adequately served. The object of this safeguard is twofold, namely, to prevent increased cost of the products and to protect the labor market.

BLEEDING THE CAR RIDERS WHITE

WHY bleed the car riders white? There was a contract that gave them a rate of five cents and no more. They bought homes in outlying districts on the understanding that the five-cent-a-ride contract was binding and that the city government would see that the five-cent ride would be protected. How fares it with them now with the fare at six cents?

When a street car stops down town, it pours out its passengers who flock into the business places and make purchases. That episode of the street cars pouring out their passengers makes busy thoroughfares.

It makes a street an active business street instead of a dull business street. It makes the property along that street more valuable, and the businesses along that street more profitable.

It gives the professional men up in the office buildings along that street more clients, more patients and more patrons. Who pay for those cars and the operation of those cars? The car riders pay it all in fares. The owners of the office buildings do not pay one cent. They ride in automobiles. The owners of the businesses pay little or nothing. Most of them ride in automobiles.

The whole burden of providing Portland with a rapid transit system is carried by the car riders. They pay Banker Clark's \$10,000 salary. They pay the wages of employees and the salaries of all officials. They pay for the cars, pay for the tracks, pay for the oil, pay for the electric juice, pay the rent on the company's offices.

The car riders pay for paving and lean on the bridges through the bridge tolls. They even pay for free rides for city employees. Why should a car rider pay for free rides for city employees? Is it any more a car rider's business to pay for the rides of a city employe than for the owner of an office building to pay it, or for the owner of a ship plant to pay it?

The car rider pays for paving along the tracks. He has already paid about \$2,000,000 on that account. And he is now made to pay "a return to the company" on that \$2,000,000 investment. He is made to pay the company "a return" on the very money he paid for this paving. And he is made to pay for maintenance of the paving. Altogether, the company says, the charge laid is thus called upon to pay is \$225,000 a year. Is not the car rider being bled white?

BREADRATION TWO OUNCES IN THE U. S.

WASHINGTON, Feb. 4.—(U. N. S.)—Patrons of hotels, restaurants and dining cars were today put on bread rations. Food Administrator Hoover ordered that individual portions of wheat bread or rolls shall not exceed two ounces. In the case of bread or rolls baked of corn meal, oatmeal or bran, the portion may not exceed four ounces. Telegrams were sent to the hotel representatives of the food administration in every state asking that they enforce the order strictly.

ARMENIAN DRIVE ON IN FULL SWING

Enthusiasm Marks Start of Campaign to Secure Money for Starving People.

Table with 3 columns: Division, Amount, Total. Includes 'FIRST MORNING'S TOTALS' for Women's Division and Men's Division.

The headquarters of the drive for Armenian and Syrian relief in the Hotel Portland this morning presented a scene of animation and enthusiasm that promises well for the success of the drive. By 9 o'clock more than 125 men and women were at headquarters getting their credentials and shortly afterward were on their way to carry the appeal from a starving people to the generous-hearted Portland people.

An intensity of feeling and strength of purpose which has not characterized other drives was apparent at the dinner and meeting of the officers, committees and workers for the drive held Monday evening at Hotel Portland, with covers for 175.

Wells Gilbert, general for the drive, presided over the meeting. The program was introduced by Miss Evelyn Paddock. Mr. Gilbert introduced as the toastmaster.

YANKEEES FOIL HUN AND BEAT DOWN ATTACK

Accurate Gun Fire Believed to Have Inflicted Heavy Losses on Germans Massed for Dash on American Trench Defenders

American Soldiers Eager for Go at Enemy; Wounded Men Refuse to Be Carried Back From Firing Line; Gas Attack Fails.

By Newton C. Parks With the American Army in France, Feb. 5.—(U. N. S.)—Another attempted German raid on the American sector of the battle front was beaten off Monday morning by the prompt and efficient action of our artillery.

The Germans had massed a considerable force before the American trenches and it is believed that the Tankes gunners inflicted heavy casualties upon them.

Information had reached the Americans that the boches planned to deliver a surprise attack on Monday morning without any artillery preparation, counting on Saturday night's artillery duel to have cut the American telephone wires.

The censor now permits it to be made known that the Americans are holding the line at a point northwest of Toul. (Toul lies 21 miles southeast of St. Mihiel and about the same distance from the German frontier. This indicates that the Americans are on the Woerwe plain, that section of France lying between the Meuse and Moselle rivers, St. Mihiel is about 20 miles south of Verdun, and is the apex of the famous St. Mihiel salient. It was there that the Germans were able to establish themselves on the western bank of the

TEST OF SIX-CENT FARE RULING FILED

City Sues P. R., L. & P. Co. to Determine Right of Commission to Order Increase.

Suit against the Portland Railway, Light & Power company to test the validity of the 6-cent fare ruling made by the Oregon public service commission was filed in the circuit court at noon today by the city.

The complaint points out that the voters of Portland passed the present charter in 1912, prior to creation of the public service commission and that this charter provided for a complete system of regulation of public utilities by the city and regulations under which the city should fix rates for all public utilities of the commission.

Far more is called for. The complaint also alleges that the public service commission increased the fare order is void because it violates the constitution of the United States and the state of Oregon by impairing the obligation of contracts, in this case a part of franchises.

The state law that the attorneys claim, holds that city ordinance regulating rates are valid until proved to be unreasonable and take the stand that the company has taken no steps to prove that the 5 cent fare prescribed in the franchise is not reasonable.

The increased fare order is in violation of the home rule amendments of the constitution of the state, according to the complaint.

Lengthy arguments to support the allegations are also included in the complaint.

U.S. Must Place Millions in Field To Beat Hun, Says Returning Solon

Representative Miller Points Out Country's Need of Ships for Transports.

Washington, Feb. 5.—(U. N. S.)—Until the United States has 3,000,000 men in France, the war will not be won. Representative Miller of Minnesota, who has just returned from the French battle-front, told the house today.

"We must have 4,000,000 and we should have 5,000,000," he said. "We will never win the war by a revolution in Germany. Some slight eruptions may occur but not sufficient to be of any particular value. There is just one way to beat Germany and that is to beat her army."

Germany has 3,000,000 men perfectly trained and splendidly equipped," Miller declared. "The weak spot in our preparations to beat such an army is our weakness in the department of transportation and British officers told me transportation is 90 per cent of the game," he said.

Holding Submarines in Check Summing up the submarine situation, Miller said the Germans had lost all told, 265 submarines and the allies had destroyed more than 100. Now submarines are being destroyed as fast as they are manufactured.

He insisted that one step that must be taken to increase the efficiency of the shipping of the United States is to put the whole transportation problem in the hands of the navy.

He said each man at the front will require six tons of shipping each year and therefore to maintain three million men abroad, 18,000,000 tons of shipping would be required.

Urges Greater Activity in the Navy He cannot build anywhere near the number of ships we shall need," he added, "and therefore we must, by efficient operation, make those that we have go far."

The first duty of our navy is to protect the line of communication from France to America," Miller declared. "Disaster has been narrowly averted today, but it should be exclusively upon our side to be with us all the time. We must fight our own battle part of the time."

He made a plea for "getting out the war" by the navy never will help win the war "if it is not supplemented by a hermetically sealed in some safe harbor of the United States," he added.

Debarment Port Conditions Told Conditions at the French port which has been given over to the United States for the debarkation of troops and supplies were described by Miller as "intolerable." He complained of the enormous charges being made because American ships are using the facilities of this port.

Ship Caught in Gale Sinking Calls for Aid

An Atlantic Port, Feb. 5.—(U. N. S.)—A wireless call for immediate help from an unidentified steamer that is in danger of sinking at a point 20 miles off the Northern Atlantic coast, has been forwarded to the authorities here by the captain of the steamship Admiral Scree. He caught the message which said that the ship was in dire straits early today, but communication was cut off before he could get the name.

The captain reports that his ship is having a hard time holding her own in a terrific gale that is raging and that he cannot go to the rescue.

ROLL OF HONOR

Washington, Feb. 5.—(U. N. S.)—One member of the expeditionary force was killed in action and six were slightly wounded on Feb. 2. The war department announced this afternoon.

PRIVATE LEWIS OUBLEY, infantry, was killed. His father, Alvah Oubley, lives at Wilton, N. D.

Wounded were:

Private Boyd A. Close, infantry, Poland, Ind. Corporal Ernest Suddaby, infantry, Louisville, Ky. Private Felix Wozokowski, infantry, Wymong, Pa. Private Dallas C. McBoris, infantry, Unionville, N. C. Private Joe Matthews, infantry, Bismarck, N. D.

Private Elmer D. Young, farmington, Ind. Five deaths from natural causes also were reported.

NURSE ALICE A. IRELAND, army nurse corps, pneumonic influenza, Chicago. PRIVATE CHARLES VITTOGGIO, artillery, pneumonic influenza, St. Paul. PRIVATE ROY L. SWANSON, field artillery, dysentery, St. Paul. PRIVATE GEORGE SWANSON, sutler, Chicago. PRIVATE PERRY WARD, field artillery, pneumonic influenza, St. Paul. PRIVATE WILLIE CUSBERG, stevedore, Savannah, Ga.

MORE MEAT, FOOD AND MATERIAL, OUR NEED

Senator Wadsworth Says America's Effort Must Constantly Expand to Meet the Increasing Demands for Troops Overseas.

WASHINGTON, Feb. 5.—(U. P.)—"Lack of vision," has stalled America's war engine, Senator Wadsworth charged in the senate today, "and a greater breakdown than the one from which we are now suffering threatens unless some directing agency is created."

"America's effort must constantly expand; we must send more and more troops abroad, must build more and more ships to carry them, must grow more and more food to feed the troops and to feed the allies, and we must make use of an ever-increasing percentage of our mines, transportation facilities and manufacturing facilities."

"In short, I am convinced that we are only on the threshold of this tremendous undertaking."

"In short, I am convinced that we are only on the threshold of this tremendous undertaking. I am not satisfied that we have the kind of organization and management which will carry us through."

BOLSHEVIKI FIGHT WITH ROUMANIANS

Reports From Vladivostok Are That Hotel Guests Are Robbed by Soldiers.

Copenhagen, Feb. 5.—(U. N. S.)—Fighting between the Bolsheviks and the Roumanians now extends over a wide front in Southwestern Russia, according to advices from Petrograd today, saying that the Bolshevik government has begun to concentrate reinforcements against the Roumanians.

The fighting zone extends across Moldavia and into the Russian province of Bessarabia as far as the Denister river.

Washington, Feb. 5.—(U. N. S.)—Confirmation of outrages against civilians in Vladivostok, presumably by Bolshevik soldiers, reached the state department today. A cable from the consular representative there states that 30 soldiers in uniform entered the leading hotel and demanded the passports of all persons. After "inspecting" these, the men stole all money and jewelry which the guests had. The department did not state whether the men robbed were Americans.

Confirmation of the cable reports that communication between the Roumanian government at Jassy and the Russian Bolsheviks is interrupted came today from Ambassador Francis at Petrograd. He cables that on January 31, the Roumanian minister in Petrograd was given 10 hours to leave for Jassy, and added that he "got away within the time limit."

While the text of the dispatch was not made public, it is said that the situation between Roumania and the present Russian government is distinctly critical.

Safety of Americans Feared in Minneapolis, Feb. 5.—(U. N. S.)—Vehement fears for the safety of the American railway mission to Russia, headed by Colonel George H. Emerson of St. Paul, are expressed in a cablegram received here from Tokio today. The cablegram said John P. Stevens, noted engineer, had left Japan for Vladivostok to learn if the 300 American engineers had arrived safely.