



SCHWAB SEES PORTLAND SHIPYARDS

WORLD RECORD SET IN LAUNCHING OF 6 SHIPS IN DAY FROM 1 YARD

Director General of Ship Construction in the United States Highly Pleased With What He Finds in Portland; Standifer Floats Hulls for Half Dozen Wood Ships

Charles Piez Accompanies Mr. Schwab on Tour of Portland Yards; Officials Are Proud of Oregon's Record in Ship Production; Big Steel Shipments Promised

22,000 TONS OF SHIPPING LAUNCHED

Portland's proof that her builders of fast cargo ships from the wood of Oregon forests are the best in the world was placed before Charles M. Schwab and his party this morning, when the G. M. Standifer Construction corporation launched the first four of six ships that will have been christened before the day is ended. In all, the single company will float today close to 22,000 tons of wood shipping.

Four of the six vessels were launched this morning from the North Portland yard of the company. They were the *Montezuma*, the *Umatilla*, the *Belding* and the *Argonia*. Mr. Schwab and his companions, with emergency fleet officials of the Portland office, were busy in South Portland, but the news from the opposite end of the city was flashed to him as he inspected other yards.

WORLD'S RECORDS FOR SHIP LAUNCHINGS

With six ships given to the water by one company in one day, and a new brand of fellowship radiated by one of the most important men in the United States, came to Portland this morning with the arrival of Charles M. Schwab, director general of the Emergency Fleet corporation, who, arm in arm with shipyard managers, is spending the day in telling riveters' helpers and plant presidents just what he expects of them in the fight for freedom on land and sea.

Big in every sense of the term, Mr. Schwab, happy and with only one thought—the idea of getting ships into the water—had not breakfasted this morning until Portland was alive to his presence. In fact, he and his party, which includes Charles Piez, vice president of the Emergency Fleet corporation, were greeted at the station at 7:25 a. m. by a committee of business men and local officers of the United States shipping board. Parading with a band in the lead the party was taken to the Multnomah hotel.

The greeting to Mr. Schwab and Vice President Piez was hearty and spontaneous. Portland has put on her most industrious garb, the raiment that has become so natural under the guidance of Mr. Schwab's own ideas of intensive production, and it won from the

HUNS PLAN TO USE BELGIUM AS PAWN

Hertling Expresses Pious Wish Germany's Victims Will Be Friendly After the War.

London, July 13.—(I. N. S.)—Germany does not intend to keep Belgium in any form. Chancellor Hertling declared in the Reichstag in his Thursday speech, according to a Reuter dispatch today from Copenhagen, quoting advice received from Berlin.

FRENCH KEEP UP GAINS ON ENEMY

Advance Made Against Germans Between Oise and Montdidier and Prisoners Taken.

Paris, July 13.—(U. P.)—Making another rapier-like thrust, the French advanced more than a quarter of a mile near Forte farm, between Montdidier and the Oise, the war office announced today.

Prisoners were taken in raids north of the Oise, between the Oise and the Marne and in the Champagne region. The French pushed 500 meters in the region of Forte farm (11 miles northwest of Compiègne and 18 miles southwest of Montdidier), the communique said.

"North of the Avre, between the Oise and the Marne, and in the Champagne, we took prisoners in raids." On the Picardy front the French advanced a mile and a quarter on a front of more than three miles yesterday morning, capturing the village of Castel and several strong enemy positions.

The French attack on the Picardy front was made three miles north of Anville, which is reported to be the northern extremity of the American Cantigny sector. Other Americans were reported several weeks ago to be brigaded with the French along the Luce and Hallies. The latter town is about a mile northwest of Castel.

ROLL OF HONOR

Washington, July 13.—(I. N. S.)—Seventy-one casualties in the American Expeditionary forces were announced today by the war department, divided as follows:

SHIPBUILDING CHIEF HAS HAPPY ENVIRONS

Portland has been signally honored by the visit of Charles M. Schwab, director general, and his party of Emergency Fleet corporation officials, whose delightful traveling companions are enthusiastic as to the beauty they have found here.

Mrs. Schwab and Mrs. Piez are keenly anticipating a Sunday afternoon trip over the Columbia river highway. In the picture, from left to right, are Mrs. Charles Piez, Charles M. Schwab, Mrs. Schwab, Miss Mary Mock, niece of Mr. and Mrs. Schwab.



TRAINMEN AFRAID OF DEATH BRIDGE

Testimony at Inquest Reveals Fact That Crew Objected to Crossing Frail Trestle.

Oregon City, July 13.—Testimony of a sensational order was given Friday afternoon at the coroner's inquest held over the wreck on the Portland Railway, Light & Power company's line near Estacada Thursday, when William Murray, motorman, and Arthur Gilbert Kinder, conductor, were killed and two trainmen injured.

H. B. Klinefline, a survivor of the wreck, stated that when the crew of the train had received orders to spot the car on the spur on the opposite side of the bridge, they had objected because of the frailty of the structure. He stated that the crew had called up the superintendent of bridges and were told that the car was to be moved over the line. They finally located him in his special car and placed the car on the spur, between Montdidier and the Oise, the war office announced today.

The railway company offered no testimony to refute that of Klinefline. Klinefline was in the cab with Motorman Murray when it went down. He had a miraculous escape from death.

Jury Returns Verdict Despite the fact of the above testimony, the coroner's jury, consisting of John K. Ely, N. E. Stingley, J. C. Kitching, W. W. Boner, Asa R. Hawkins and Neil Taylor, brought in a verdict as follows:

"The death of Arthur Kinder was caused by the collapse of the bridge while operating a train across it. Also, William Murray was drowned in the same accident, and his body has not been recovered."

Evidence was introduced to the effect that the bridge had been inspected only a few days before the accident and was declared to be in condition to withstand the weight of more than 125 tons. It is declared that the collapse of the bridge was due to the breaking of the bottom chord in the center of the bridge.

Discovery of one of the electric engine cabs of the P. R. L. & P. freight train which plunged into the Clackamas river with the collapse of the bridge near Estacada, was made Friday by Diver Fred Divine, but he did not get deep enough to locate the body of Motorman William Murray, which is presumed to be imprisoned in the forward engine cab.

Divine went down 65 feet, from which point he could see the top of one cab. The pump used to force air down the hose was too small, however, to permit operations below the point reached.

Superintendent G. C. Fields of the Intercity Lines of the company this morning sent out a heavier pump and it is expected that it will enable the diver to reach the bottom of the river, which is estimated to be 75 to 85 feet deep.

Expect Recovery of Body Unless Murray's body is now held in the mass of bridge timber wreckage which is now afloat, it is expected that the diver will be able to recover the body from the cab, probably today.

The cabs have windows and doors and it is known that one of the windows was open when the train went down. An arm rest which was attached to the motorman's cab has been found floating on the surface of the river. The company will, if possible, recover Murray's body before attempting to raise the sunken engine. The salvaging undertaking will be accomplished by means of a powerful donkey engine firmly fixed on the high river bank. Strong fire cables will be attached to the engine which will be drawn up

SIBERIA PLEDGES FAITH TO ALLIES; BRITISH SEND MEN

London, July 13.—(U. P.)—General Porvath, proclaimed as provisional ruler of Siberia, telegraphed from his headquarters at Pograditz that treaties with the allies will be renewed; that Bolshevik decrees will be repealed; that the army will be re-established, and that property will be restored, a Harbin dispatch to the Mail declared today.

The British government is sending considerable forces into the Murman region in Russia, as the result of an appeal from the Murman local governments, it was learned from an authoritative source today.

Comparatively small forces of British, French and Americans were reported to have been guarding a huge amount of valuable supplies on the Murman coast, originally intended for the Russian armies.

Germany recently announced her intention of "driving the English from the north of Russia." Finland covets the Murman region. For some time the Finns and Germans have been preparing for a joint campaign against that district.

Recently the population of the Murman region declared their independence from Russia and aligned themselves with the allies. The Bolshevik government then threatened also to proceed against the Murman region.

Thus facing the possibility of having to fight the Germans, Finns and Bolsheviks, the British evidently are greatly strengthening their forces in Northern Russia.

With the first announcement of British operations on the Murman coast, Lord Northcliffe's Mail and Times editorially urged allied action in Siberia.

Washington, July 13.—(I. N. S.)—President Wilson has sanctioned a detailed plan for allied aid to Russia and is ready to order United States soldiers to join allied forces to be sent to Siberia.

That an economic mission from the United States will sail for Siberia within a very short time and that the mission will be supported by United States troops was definitely established, when it was disclosed that entente diplomats within the past 24 hours had informed

London, July 13.—(U. P.)—French forces are now driving northward with apparently the same speed that characterized the Italian advances in the first days of the Albanian offensive.

Latest reports from the battlefield indicate that the Italians have slackened their progress to permit the French, on their right, to bring their lines forward and maintain a practically straight front from Lake Okhrida to the Adriatic.

The Italians, except on their right flank, were aided in their advance by the comparative level terrain bordering the sea, while the French have been forced to move forward over an extremely difficult mountainous country.

That the Austrians are availing themselves of the defensive possibilities of this sector is shown by their resistance to the assaults of the French center, where they have temporarily checked the French center. On both sides of these heights, the French continue to progress.

In Macedonia, the Bulgarians are becoming increasingly restive, following up their intensive bombardment of several sectors by an attack on the Serbian positions near Varamina. Although they gained a temporary success, they were immediately driven back.

Unofficially placed the number of allied troops at close to 1,000,000, including Italians, French, British, Serbians and Greeks. There are signs of activity along the whole front of nearly 300 miles, from the Adriatic to the mouth of the Struma river, but there are few indications that a general allied offensive is contemplated.

Amsterdam, July 13.—(U. P.)—Five Belgian peasants were killed and 15 were injured by German soldiers during a riot in the city market at Brussels Wednesday, it was learned here today. The trouble resulted from German officers requisitioning vegetables.

Amsterdam, July 13.—(I. N. S.)—Much railway material, wool and straw have been transported through Holland into Belgium this week, according to dispatches reaching here today from the frontier.

FRENCH GAINING IN DRIVE IN BALKANS

By Ed L. Keen

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Hindenburg Is Reported Dead As Result of Verbal Battle

German Field Marshal Said to Have Succumbed to Stroke After Quarrel With Kaiser.

London, July 13.—(I. N. S.)—Field Marshal Paul von Hindenburg, chief of staff of the German army, is dead, according to a Reuter dispatch from Amsterdam today, giving the Belgian newspaper *Les Nouvelles* as authority for the statement.

According to the Amsterdam dispatch Hindenburg died suddenly as the result of a stroke, following a stormy interview on Tuesday with the Kaiser regarding the offensive on the western front.

The interview took place at Spa. Hindenburg has been reported in bad health for several months. Once he was said to be in a sanitarium in southern Germany. Again it was rumored that he had a stroke of his mind. Again it was reported that he was dead.

A traveler who returned to The Hague yesterday from Germany said that the gossip of Hindenburg's severe illness was nationwide in Germany, but that the newspapers were not allowed to print anything about it.

Washington, July 13.—(U. P.)—On the heels of reports emanating from Dutch sources yesterday that Field Marshal Hindenburg was ill, stock tickers here today carried the rumor that he was dead. As Von Hindenburg's death has been repeatedly reported in recent weeks, officials here were inclined to be skeptical in the absence of any official reports.

Friday's report of Von Hindenburg's illness said that General von Ludendorff had assumed the temporary command of all the German armies.

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AMERICANS NOW FORM 3 CORPS IN FRANCE

Three Armies of 225,000 to 250,000 Fighting Men Facing Germans on Western Front; So General March Makes Known.

Overseas Movement Is Proceeding Without Let Up; Great Numbers Are Crossing Weekly; Hun Delay Is Unexplained.

WASHINGTON, July 13.—(I. N. S.)—A major American fighting force in France today are numerous enough so that they have been organized into three complete army corps. These corps comprise from 225,000 to 250,000 men each, fighting men and non-combatants.

This information was made public today by General Peyton C. March, chief of staff of the United States army.

Its timeliness was freely commented on in official circles in view of the studied attempt now being made by the German newspapers to belittle our effort in the war.

In addition to the announcement that there are now three fully organized army corps in France, General March stated that the movement of troops overseas is proceeding without letup anywhere. The enormous percentage of troop movements, already announced, is

(Concluded on Page Eleven, Column Six)

HAWTHORNE BRIDGE TENDER IS KILLED

Charles F. Whitcomb Dies Instantly When Streetcar Hits Gate Which He Is Closing.

Charles F. Whitcomb, bridge tender of the east approach of the Hawthorne bridge, was instantly killed at 5:48 o'clock this morning when a Hellwagor car, operated by Motorman Al French, struck the gate which he was in the act of closing and hurled him about 15 feet, fracturing his skull.

Whitcomb, who was between 60 and 65 years old, resided with his wife at 1422 Gaitan avenue and had been employed on the bridge since last Tuesday. He was formerly employed as a laborer in the city water department.

This is the second time a bridge tender has been killed on the Hawthorne bridge. William Allen losing his life on the east approach of the bridge in 1915.

The warning bell announcing closing of the gates so that the draw might be raised, had been sounded and Whitcomb had closed the gate on the right side of the bridge and was engaged in closing the left gate when the accident happened. It appeared that the dead man took it for granted that the traffic going east was off the draw and the gate of the right side of the west approach had been closed.

The bridge tender on the west approach said he allowed the car to go by as he had passed the derailing switch and the car was going at a great speed to get off the draw. It is reported that the car was going at high speed and, according to his statement, he did not hear any bell and from his observation could not see whether the motorman made an attempt to stop the car or not.

The gate when hit by the car was within a few feet of being closed and it evidently struck Whitcomb on the head, the swing of the gate hurling him about 15 feet and evidently his head struck the pavement.

According to Frank Levensand, an eyewitness, Whitcomb did not see the car coming. He also stated that the motorman was speeding his car with the evident intention of getting off the draw before it started to raise.

The body was removed to the coroner's office.

Accomplices Drivers Honored

Paris, July 12.—(I. N. S.)—Fred A. Renick and Leo Maguire, two American ambulance drivers, have been decorated with the distinguished service medal for gallantry under fire.

DIPLOMACY—GERMANY'S LAST RESORT

In a compelling article in THE SUNDAY JOURNAL tomorrow, Frank H. Simonds warns against Germany's bids for peace that she is bound to make in frantic effort to retain gains in the east.

FEAR OF FAMINE ABROAD IN BELGIUM

In tomorrow's installment of his masterful account of the Tragedy of Belgium, Brand Whitlock, United States minister to Belgium, describes how hunger stalked in the wake of the invader and early steps to check it.

Other features, including a page of photographs and an article about American transportation genius in France supplement the news and afford THE SUNDAY JOURNAL the distinction of leading its field in the presentation of war activities.

THE SUNDAY JOURNAL
Five Cents the Copy Everywhere
TOMORROW

AMERICANS LEAVE STORES BEHIND

Rome, July 13.—(U. P.)—The Albanian advance is continuing rapidly," a semi-official statement declared today.

The assertion of Dr. Hinko Hinkovitch, former member of the Croatian parliament, who is here, now an exile from his native land.

British Capture 96 Huns

London, July 13.—(I. N. S.)—Successful raiding operations by the British on both the Flanders and Picardy fronts were reported by the war office today.

English and Australian troops took part in the sector of Vieux-Berquin and Meris, 96 prisoners were taken. Twenty-two more were captured in the Hamel sector.

Joint Committee to Aid Allies

Rome, July 12.—(I. N. S.)—A joint committee of Ukrainians, Jugo-Slavs and Czechs has been formed here Friday to increase the allied man power