

M'ADOO'S PARTY IS HIGH VOLTAGE ONE THROUGHOUT

Railroad Administration's Visit So Quiet It Almost Got Away Without Its Being Realized.

PRICE IS GIFTED INDIVIDUAL

Secretary Is "Shock Absorber" for Secretary of Treasury and He Does It in Wonderful Way.

By Marshall N. Dana They had gotten into town and away again last Friday almost before Portland realized that we were hosts for a day to the entire United States railroad administration.

Director General McAdoo was here, and with him his chief adjutant—his gracious and charming wife, the daughter of the president of the United States. Then there were the director general's right and left hands in the railroad administration, Carl R. H. Alshon, director of operation, and Edward Chambers, director of traffic. Perhaps it isn't right to speak of them as being right and left hands, there being some slight disparity between dexter and sinister manual members. Let's say that in railroad administration the director general is ambidextrous.

"Jimmy" Woodworth Here, Too R. H. Alshon, regional director of the railroad administration, who presides over the destinies of affairs between Chicago and the North Coast, joined the party, and it was Mr. Alshon who issued the order, confirmed by the director general, that on Sunday, July 28, the North Coast Limited of the Northern Pacific shall begin operating between Portland and Seattle.

Never very noisy, but present for all the conferences, was James G. Woodworth, traffic assistant to the regional director, Mr. Woodworth got a few more "glad to see you's" than anybody else, for he used to be "right here in Portland in the freight traffic game. Nearly everyone calls him "Jimmy."

Price Also Present C. Gilman, who was president of the S. P. & S. until he was made director for the railroad administration of the North Pacific district including Washington and Oregon, conducted a unit and a factor in the party. J. M. Shaffer, the director general's assistant secretary who has opinions on the relative importance of people and the country in which they live, and who stayed out of the picture, was always at the beck of his chief.

Finally, and strictly only "among those present" was about the finest specimen of a high voltage home folks person who ever came to Portland—Oscar A. Price, Secretary to Director General of Railroads. The name printed neatly on his card, "Assistant to the director general," that's what he is, insisted one of the right hands of McAdoo, as we went "whirling about the city" to docks, shops, terminals, tracks, bridges, elevators and everything else pertaining to our half used equipment for commerce.

New Title Acquired But the whole party said Oscar Price had to wait until he got to Portland to receive his actual title, "assistant, in charge of shock absorption."

Price is the man who stands between McAdoo and the public without clouding McAdoo. They see the director general, who is the same person as the secretary of the treasury, better through Price than if he wasn't there. But while Price is in place—which he always and continually is—Mr. McAdoo doesn't feel any bumps. He steers away the cranks and fanatics so gently they don't know how they left. For instance, a fellow in San Francisco wanted to sell the secretary of the treasury a platinum mine and "I'll be jigged" (replied the chief) if he didn't go away without seeing the chief, but feeling as if he had sold the mine.

Rather Be Messenger Price is a West Virginian, which is a considerable recommendation in itself. He has holdings in the Charleston Gazette, and perhaps some other newspapers. He went over to Washington and got mixed up in the treasury department, organizing Liberty loan campaigns, taking a lesson from the late Lord Kitchener in the art of eating and sleeping—such sleep as he got—in his office, and generally amusing himself. One day McAdoo appointed Price his secretary and about that time some of the folks back in West Virginia began to tell him what a fine majority he would be sure to get for governor or maybe United States senator. "G'wan back home," said Price—at least this was the way it was quoted to me by a member of the subject coming up in the home, I'd rather be Secretary Mc-

M'ADOO PROUD OF OREGON



Success of W. S. S. Campaign Throughout the State Pleases Secretary of Treasury.

Notwithstanding that his time was so taken up with railroad business, William G. McAdoo, secretary of the treasury and director general of the railroads of the United States, found time during his visit in Portland Friday to discuss briefly the War Savings Stamp campaign and to congratulate C. S. Jackson, state director of the campaign in Oregon, and his organization, on the magnificent manner in which Oregon has "gone over" for the "baby bonds."

The War Savings campaign is very near to Secretary McAdoo's heart. He sees in the policy of thrift education that is a large part of the War Savings program great possibilities for the future, prosperity, stability and character strength of the nation.

With more than half of the War Savings Stamp subscriptions pledged in Oregon on June 28 already taken up, campaign managers are urging that all pledges be fulfilled as they come due, that the state may not only meet its quota of \$17,000,000 by January 1, 1919, but may exceed that amount by a considerable sum.

Adoo's messenger than governor or anything else." Price has a lot of fun at the million or two duties of his buffeting, directing, secretarial job from 8 in the morning until about 2 the next a. m. He can talk to anybody in their own language, just so it isn't Prussian. He can call a man by his Christian name, the second minute after introduction, and the man takes it so much as a matter of course that he doesn't remember to be proud of the fact until after the conversation is all over. He has a grin that would get him anywhere, because it's from the heart out. But don't think he is all grin and shall fellow well met. He has a busy working away a cool, capable, managing brain, that anticipates, remembers and doesn't forget anything pertaining to a job which is just as magnetic to him as his personality is to those he meets.

Precision Is Resilient To return to the subject of this article, the visit of the entire railroad administration to Portland. The director general of the United States railroad administration goes at his job with the resilience and precision of one of these big metal plate shearing machines. He is all business, and courtesy. For instance, Astoria had spread an excellent dinner including some delicious Royal Chinook salmon for which he had been asking and everybody sat down to eat. But the time grew short. The director general concluded it was more his duty to see Astoria's port facilities than to eat. He left the table after the second course, but the busiest man in America had time to come back across the room to tell the waitress that he appreciated her deft and prompt service.

Saw for Himself He insisted on seeing for himself every shop, track and dock pertaining to the facilities of the Columbia, no matter what might be the personal discomfort of dusty roads. He was figuring in Portland and the Columbia river a factor in a great big plan of terminal development which will include under the railroad administration, a more general distribution of industry, transshipment and commerce than was ever possible under private railroad operation and the conditions that have forced congestion at certain points. He promised that the railroad administration would do everything in its power to use the facilities of the Columbia river and to add to our prosperity. He said that we had no problem to solve in gaining the railroad administration's support for our ambitions—to go and get ships. His associates declare that he never forgets a promise and that he will visualize the whole Columbia river port situation every time the subject comes up in the future. He has with him men equally favorable toward the Columbia river and with equally detailed visualization of the situation. Portland can about the business of getting ships with confidence in the railroad administration.

London, July 20.—(T. N. S.)—A six-hour day is to be introduced in factories at Port Sunlight by Lord Leverhulme, the father of the idea. "I am certain that men and women working in the mechanical and monotonous industries can produce as much as they are capable of in 50 years of life, each consisting of 300 six-hour days," says Lord Leverhulme. "It is certain that a six-hour day staff will turn out more than an eight-hour day staff. At the end of an eight-hour day a factory worker is pumped out. "It is an essential part of the plan that for this short day a larger total wage should be paid than for the present longer day."

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GERMAN MINES BELIEVED TO HAVE CAUSED DISASTER

Navy Withholds Judgment Because of Conflicting Information as to Lost Cruiser.

DIVER THEORY IS ADVANCED

Some of Survivors Insist Armored Cruiser Was Attacked by U-Boat, Probably Two; One Hit.

Washington, July 20.—(U. P.)—German mines probably caused the end of the United States cruiser San Diego off First Island light Friday morning, in which disaster three men are now known positively to have perished.

One thousand one hundred and eighty-three survivors of the San Diego have been landed at an Atlantic port, Rear Admiral Palmer, secretary of the navy, announced today.

Announcement of the location and destruction of five or six mines in the vicinity of the light last night was followed later in the day by the report that the mines were not American, but German.

Whether they were strawn by the first raiders who visited the American coast or have been scattered there since, it is a matter upon which authorities could only guess.

Cluster of Mines Located However, the fact that a bunch of powerful mines had been located, seemed to dispose of the torpedoing theory, although there was still some question as to why the explosion occurred about the beam on the port side in case a mine were reported. Mines generally get a ship forward.

Captain Christy, commander of the vessel, who heroically stuck with the ship to the last, reported his belief that a submarine was responsible. However, simultaneously there came other information of a conflicting nature, which befogged the situation and led the navy to withhold judgment, officially, as to the cause.

It was pointed out there was no periscope seen, no wake of a torpedo and that no submarine was sighted, even though there was a report of a U-boat for several hours after the cruiser sank.

Closing Scenes Reveal Bravery The closing scenes of the San Diego's service stand out as another romance of the seas, another tribute to American courage and bravery, when went to their stations as to drill. The captain and his executive officer were the last to quit, Christy jumping overboard from the keel when the waters were about to suck his ship under.

Men in lifeboats cheered. Someone broke out the Stars and Stripes and the crew started singing "The Star Spangled Banner."

Those known to have perished are: Thomas E. Davis, engineer, Canton, Ohio; Francis O. Thomas, machinist mate, Charleston, W. Va., and James F. Rochet, engineer, Blue Lake, Cal.

The explosion occurred in the aft in the engine room and this probably accounts for the death of three. A few more men will probably be checked as dead later, but the navy is checking as fast as possible and notifying the families of survivors.

J. B. Schaefer of Linnton has received a telegram from his nephew, William Tierdorff, petty officer on the San Diego, saying Tierdorff is safe. The message was dated at Hoboken, N. J. Tierdorff enlisted in Portland.

George H. Christensen of Connell, Washington county, was one of the crew of the San Diego. He enlisted in the navy a year ago in March and his family heard from him last about two weeks ago. His father is Henry Christensen, a farmer of Connell, and his brother is Carl Christensen of 1240 Wilbur street. George Christensen is 20 years old.

Mrs. W. P. Thompson of 488 Lexington avenue has received a message from Frank E. Floreth of the San Diego



Above—Secretary of the Treasury McAdoo upon his arrival in Portland, greeting C. S. Jackson, state director of the War Savings Stamp campaign. Below—Oscar A. Price, secretary to Director General McAdoo.

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Shown on Third Floor Take the Elevator

Ben Selling Morrison at Fourth

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Ben Selling Morrison at Fourth

ing he and Sam McQuary are safe at Hoboken, N. J. Richard Vase, son of S. G. Vase, 1223 Michigan avenue, enlisted in the navy in Portland more than a year ago, and has been on the San Diego since that vessel has been conveying transports.

New York, July 20.—(U. P.)—That the cruiser San Diego was sunk by a torpedo fired by a submarine, that two submarines were seen, and that one of the attacking U-boats probably was hit by a six inch shell from one of the cruiser's guns, was the version of the naval disaster off Fire Island insisted upon tonight by numerous survivors landed at Hoboken today.

The sailors put no faith in the mine theory of the disaster, declaring that mines do not strike ships squarely on the side, and agreeing with their captain, rather than with the navy department, that a submarine sent the San Diego to the bottom. Several of the sailors said the top of the U-boat was seen on the port side of the San Diego, just after the torpedo was fired, and that a minute later the back of another U-boat was seen rising on the starboard side no more than 500 feet away. Orders were given to abandon ship

about 15 minutes after the explosion occurred, sailors said. The financial loss to the government is estimated by navy officers at about \$8,000,000.

French Press Has Praise for Yankees

Washington, July 20.—Semi-official dispatches to the French embassy pay tribute to the valor of the American soldiers in the great counter offensive on the French front.

"All the newspapers emphasize the valor and dash of the American troops who have played such a glorious role in these last combats," the dispatches say. For instance, the Gaulois of July 20, says: "At the front the dash of the American soldiers, their desire to be instructed in the art of warfare, their disregard of death, command and regard of their companions. With one bound they have equalled the heroism of the troops that have been hardened by long terms of combat."

METHODIST EPISCOPAL CHURCH SOUTH ASKS WAREMERGENCY FUND

\$300,000 Wanted to Equip Chaplains; Further Cooperation of Church With Government.

The war work commission of the Methodist Episcopal Church South is calling for a \$300,000 war emergency fund. The fund will be used for equipping chaplains, for furtherance of the work of camp pastors, and for the general plan of the church in cooperation with the government.

"The amount will be distributed to the churches on a pro rata basis," stated Dr. E. O. Watson, secretary of the war work commission of the Methodist Episcopal Church South. "It is expected that voluntary offerings will be taken for the purpose and sent to John Victor, Lynchburg, Va., within 60 days.

"Numerous applications for chaplains continuously come to us," Dr. Watson said, "showing splendid response on the part of our ministers to calls sent out for this service. Many of the applicants are the best equipped men in the church. They are ministers of large churches receiving large salaries. One applicant, V. F. Henry, of Clay, Ky., whose application has been 'hanging fire,' has waived his quest for a chaplaincy and enlisted in the service. This spirit prevails in many of the applications. The men are anxious to get 'over there,' offering the best that they have for use where the need is most keen."

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Of generous size is this attractively patterned Buffet, with plank top. The wide plate rail, the paneled doors and large mirror are desirable features that add to its appearance and utility. An exceptionally good value at \$26.85.

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10 Patterns in Velvet Rugs	Also seamless woven, in attractive range of colorings, 9x12-foot size, for	\$53.50
6 Patterns in Velvet Rugs	Seamless woven, in the popular 8-foot 3-inch by 10-foot 6-inch size, for	\$45.00

Terms—\$10 Down, \$1 Week

Special \$7.85 for This \$9.75 Period Pattern Dining Chair
The William and Mary pattern, which so appropriately adapts itself to dining-room furnishing. Of oak, with high back and genuine leather slip seat. Consider this an unusual value at \$7.85.

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Fine materials are these, and don't think they'll last very long at half price. Thirty-six inches wide. We must close them out quickly, for war conditions prevent our securing stock of these samples.

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The top is of selected, quartered oak. Three-panel ends, and lower shelf for books and magazines. Fumed or golden finish. Altogether a very good and substantial piece of furniture for the money—\$22.25.

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FOUR TIMELY SPECIALS IN Outdoor Furniture
Don't subject your interior furniture to outdoor use, when you can buy durable and comfortable pieces at such low prices. Porch chairs and rockers in natural finish, with double cane \$3.95 Folding porch and garden settee, of hard-wood, 42 inches wide, \$1.65 special at only \$1.65 Basket seat fiber rockers, finished in brown. Special for this sale \$6.85 at only \$6.85 \$5.50 folding lawn swings for children, quickly taken apart and put away; special at \$2.70

Two Big Mattress Specials for This Week Use Your Credit

\$14.25 Dixie 40-lb. Mattress	\$11.85
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