

HUNNERS OVER DIVERS

AMERICANS CROSSING FRONTIER

Yankees Close on Heels of Hun Forces as Advance Toward the Rhine Is Continued.

Flags, Cheers and Kisses Greet Troops of Allies as They Recover Ground Held by Germans

By Webb Miller

WITH THE AMERICANS ADVANCING TOWARD THE RHINE, Nov. 20.—(U. P.)—The second phase of the American advance began today, when the march was taken up across the frontiers of German terrain and the Duchy of Luxembourg.

The columns moved in the direction of Thionville ("Diedenhofen") and the city of Luxembourg. (Thionville is 16 miles directly north of Metz and about nine miles from the Franco-German frontier. Luxembourg is 16 miles north of Thionville and 12 miles from the French frontier.)

The day's objectives represent an advance of about 10 miles. The Americans were close on the heels of the Germans, at some points the latter's rear guards being sighted.

The Americans are rapidly consolidating the occupied regions. Locomotives drawing long trains are following up the infantry and are within a few miles of the front lines.

Enormous quantities of materials are all being taken over. Frequently supplies and ammunition are abandoned without any custodians to see that they are properly delivered.

Powerful defense systems with new wire entanglements are encountered every few miles, showing that the enemy planned to make a desperate resistance.

In every town is posted proclamations notifying the soldiers that the new government is in authority.

Pro-Germans Passively Look On

Metz, Nov. 19.—(U. P.)—(Night)—German domination in Lorraine ended today and this historic city slept tonight under the protection of France.

Metz was formally taken over by the French today when Marshal Pétain reviewed the tenth army before the statue of Marshal Ney.

French civilians and a majority of the Lorrainers were with enthusiastic during the ceremonies this afternoon.

(Concluded on Page Seven, Column Two)

RED CROSS GIRLS CROSS THE RHINE

Two Americans Drive Motor Truck Laden With Supplies for Allied Prisoners.

Berne, via Paris, Nov. 20.—(I. N. S.)—Lettia Curtis of San Francisco and Cheta Geary of Denver, attached to the Swiss commission of the Red Cross, were the first American women to enter Germany since the beginning of the war.

They crossed the Rhine into Baden at Loerach on Sunday, some days before the armies of occupation were due. The girls drove a motor truck filled with supplies for the feeding of the hundreds of Italian, Russian and French and British and the few American prisoners.

Prussian officers acted courteously towards the Americans, holding up retreat- ing artillery convoys on congested roads and bridges to permit the motor truck to pass. Retiring German soldiers, with red flags thrust into the barrels of their rifles, cheered the girls who had placed an American flag on their motor truck. The soldiers cheered vociferously when they learned that the Kaiser had fled and hurrahed for "the three republics—America, France and Germany."

When the motor truck stopped, the German soldiers gathered around it offering belt buckles, shrapnel helmets and bayonets as souvenirs.

Released prisoners encountered by the two American women were greatly in need of food and clothing. Small bunches of them were overtaken patiently plodding in the direction of France.

Canadian Forces To Be Demobilized

Montreal, Que., Nov. 20.—(U. P.)—Definite orders for the demobilization of all Canadian expeditionary forces in this military district have been received by Major General E. W. Wilson from Adjutant General Aishton. There are 50,000 soldiers in the district.

ALL OFFICERS, MEN IN NAVY IN RESERVE

WASHINGTON, Nov. 20.—(I. N. S.)—All officers and enlisted men of the United States navy who are discharged or relieved from duty because of the end of the war will be placed in a reserve class subject to recall to active service in any emergency, Secretary Daniels announced this afternoon, following his conference with the house naval affairs committee.

EQUI CASE WILL REACH JURY TODAY

Counsel for Defense Weeps Frequently as He Makes Argument for Client.

Pausing in the swing of his argument time after time to wipe tears from his eyes, George Vanderveer, leading counsel for Dr. Marie Equi, closed his final appeal and left the fate of his client in the hands of the jury just prior to the noon adjournment today. The case will pass into the keeping of the 12 men who have heard it some time this afternoon, following the closing argument of United States Attorney Haney, and Judge Bean's charge as to the law of the case.

Mr. Vanderveer followed his associated counsel, J. E. Fenton, in the presentation of the defendant's plea for acquittal. In his summary of the testimony both of government and defense he lost no opportunity that could be turned to the advantage of his client. He picked the witnesses of the government to pieces, personally and as to their testimony, and asked why it was that no police officer, no official of the department of justice or no representative of United States Attorney Haney, and Judge Bean's charge as to the law of the case.

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Telegraph Lines Will Be Operated As Single Systems

Washington, Nov. 20.—All telegraph systems now under government control shall be operated as one, effective December 1. Postmaster General Burleson ruled today.

This action was taken, Burleson explained, "in order that the telegraph facilities may be used to the fullest extent and the transmission of messages expedited."

All offices will then "accept for transmission all classes of messages now accepted by any one of them at the present time."

Annual vacations with pay for employees of the companies are provided in another order issued by Burleson today. Employees who have been in the service continuously for one year will receive a week's vacation and those employed for two years will receive two weeks.

Belgium's King and Queen in Antwerp And Populace Cheers

Antwerp, Nov. 19.—(U. P.)—(Delayed)—King Albert and Queen Elisabeth entered Antwerp this morning amid a clamor of cathedral bells and shouts of the people. The streets were thronged and people waved their hats and sat on the roofs, despite the rain. The city was gaily decorated with Belgian and allied flags.

Antwerp is comparatively undamaged. The inhabitants have been well fed and the shops are filled with a great variety of food and sweetmeats.

Spanish Influenza Not Yet Conquered

New Spanish influenza cases in Portland number 106 this morning, showing a tendency for the epidemic to remain somewhat stationary, while throughout the state it is decidedly on the wane. Southeastern Oregon is the only locality where the influenza is still rampant and lack of reports to the state board of health would indicate there are no appreciable increases.

Planes Have Crossed Ocean, Aviators Say

Paris, Nov. 20.—(I. N. S.)—British aviators in Paris assert that the Atlantic has already been crossed by air planes, although the information was kept a secret during the war. They declare that machines of the Handley-Page type flew from New Foundland to Ireland. There is no official confirmation of these statements.

FARMERS ASKING FOR JUST RATE

Inland Empire Wheat Growers Demand Recognition of Columbia Route as Freight Basis.

Differential Favoring the River Route Will Be Asked of Commerce Board; Journal to Help.

POWERFUL forces of the Columbia basin are moving into line to demand recognition of the Columbia water grade route.

Inland Empire grain growers and shippers have determined to seek correction of the unjust Northwest rate structure under which they are charged as much to ship their wheat down the river route to ports of the Columbia as over the steep and difficult mountain route to Puget Sound.

Several conferences of the grain growers and shippers have been held recently. Plans are rapidly formulating to bring before the Interstate Commerce commission for a rate differential favoring the Columbia river route.

Ex-Governor West Will Assist

Mindful of the unwavering effort by the Journal since it was founded for recognition of the Columbia water grade as a measure vitally essential to the development of the Columbia basin, the shippers have asked the newspaper to assist them and to aid the common cause until victory shall have been won.

The Journal has gladly responded to this appeal. The publisher has asked former Governor Oswald West to furnish the grain growers and shippers with such legal assistance as they will be in need of, and Mr. West has agreed to do so.

Moreover, the Journal will give to the campaign for recognition of the Columbia water grade and the allied movements for the development of the Columbia basin such intensified energy and devotion as will, it is hoped, bring nearer the day of triumph for the principles involved and for the present and future generations whose welfare is at stake.

Rate Based on Cost Is Asked

The appeal, which it is proposed to file with the Interstate Commerce commission, will ask, in brief, for a lower freight rate upon the interstate Columbia and ports of the Columbia than between the Inland Empire and Puget sound.

The differential will be sought on the ground that the cost of operating the inland empire routes is so much less than over the mountain routes that wrong and harm are done by charging inland rates for both routes.

Inland empire grain growers are keenly aware that the present conditions add to the cost of every bushel of wheat grown, and to the extent that the cost of operation is made more costly the value of their property is depressed and development retarded. Shippers are called upon to pay on every ton of freight the cost imposed by the high costs of mountain transportation no matter whether they ship by the mountain or the river route.

Arbitrary Advantage Given

By arbitrary and arbitrary equalization of rates ports of Puget Sound with mountain transportation are given the same competitive advantage as the ports of the Columbia which connect with the interior via the Columbia river route.

Thus, without even a claim of justification, the communities of the Columbia basin are denied the benefits of their natural advantages. As every development effort in the Columbia basin feels the deadening influence of the intolerable and unjust condition, determination increases to correct it.

STATE NEAR GOAL IN U. W. W. DRIVE

Sum of \$168,631 Lacking; State Director Confident of Success by Tonight.

With a total reported subscription amounting to \$981,369 today, State Director O. W. Davidson expressed confidence that Oregon will have attained its amended quota of \$1,150,000 in the United War Work drive when the campaign officially comes to a close tonight. The amount already subscribed is \$211,369 above the original quota of \$770,000, but lacks \$168,631 of reaching the amended quota.

Twenty-nine counties had gone over the top of the 100 per cent report as compiled Tuesday night, but the campaign was being pushed with vigor in every section in an effort to attain—if not surpass—the state's quota.

Three More Counties Score

Marion, Yamhill and Sherman counties joined the 100 per cent list Tuesday, Polk county today. Deschutes county maintains its early lead with a percentage of 171. Other counties attaining the amended quotas are Columbia, Benton, Multnomah, Hood River and Baker.

Of the state's grand total, Portland has contributed \$475,000, an over-subscription of its assigned quota amounting to \$25,000. City Director Ames expects this amount to be materially increased.

(Concluded on Page Two, Column One)

ROLL OF HONOR

- In the roll of honor printed below are the names of the following men from the Pacific Northwest:
- KILLED IN ACTION**
- MECHANIC HUBERT MORRIS**, emergency address, Herbert Norris, 768 East Davis street, Portland, Or.
- PRIVATE DOV V. HOFNAGLE**, emergency address, Fred Johnson, Preston, Or.
- PRIVATE CHARLES CLARK**, emergency address, John W. Hucksaba, 2312 South E street, Tacoma.
- PRIVATE WILLIAM M. HOLLIDAY**, emergency address, Mrs. Talitha Holliday, Ho, Wash.
- PRIVATE PETER L. MEDESKE**, emergency address, Mrs. M. McEvoy, Everett, Or.
- PRIVATE LEONARD C. BRITCHELL**, emergency address, Phelan D. Ott, Hebo, Or.
- DIED OF WOUNDS**
- PRIVATE OLAF P. ERICKSON**, emergency address, Mrs. Irene, 3112 North Twelfth street, Tacoma, Wash.
- DIED OF DISEASE**
- PRIVATE HARRY ROBINSON**, emergency address, Mrs. Clara B. Robinson, Canyon Creek, Idaho.
- PRIVATE JASON ARRELL**, emergency address, Mrs. Laura Arrell, Independence, Or.
- PRIVATE JOHN P. L. CLARK**, St. Anthony, emergency address, Mrs. C. E. Clark, St. Anthony, N. M.
- PRIVATE CHESTER A. SIMMONS**, emergency address, Mrs. F. D. Simmons, I. P. D., Salem.
- WOUNDED SEVERELY**
- PRIVATE ELMER A. REESE**, emergency address, Mrs. Dora Reese, Roy, Idaho.
- (Concluded on Page Thirteen, Column One)

Two Rewards of \$1000 Each Are Up for Arrest of Officer's Slayer

County and Interstate Bridge Commission Post Offers for Robber-Murderer.

Police and deputy sheriffs today are searching for a gray Ford roadster which carried from the scene of Tuesday night's murder of Deputy Sheriff Frank W. Twombly the slayer and his woman companion. The crime was committed at Union avenue and Columbia boulevard about 10:45 p. m. Tuesday, when the officer was endeavoring to make an arrest for violation of the speed regulations. Twombly did not know at the time that his man was trying to get as far as possible from the Interstate bridge, where he had just robbed C. G. Herrman, the bridge tender.

Sheriff Huriburt this morning posted a reward of \$1000, by authority of the board of county commissioners, for information leading to the arrest of the murderer.

An additional reward of \$1000 was offered by the Interstate bridge commission.

Soldiers See Hobby

Two soldiers who saw a robbery on the bridge from a distance said the man appeared to be about 30 years old, about 5 feet 10 inches tall, weighing 140 to 150 pounds, wore a long black overcoat and dark hat and suit. The woman appeared to be small, with black turban and black furs.

The soldiers told Sheriff Huriburt this morning that they overheard the man say as he jumped into the automobile, "I've got it, let 'er go." The woman, who was at the wheel, then drove rapidly away toward Portland.

They did not at the moment appreciate the fact that a robbery had been committed, though they passed close to the car. When the automobile dashed away, however, they became suspicious and their commanding officer at Vancouver barracks, who dispatched the military police to the scene.

The officers reached Union avenue and Columbia boulevard just as Twombly was being murdered and he was in an automobile. They saw at no time.

(Concluded on Page Two, Column Three)

NAVAL WEAKNESS OF HUMS EXPOSED

Captain Persius, Critic, in the Berliner Tageblatt, Says Fleet Never Menace.

London, Nov. 20.—(I. N. S.)—(By British Wireless Press)—The hope that the German fleet would be able in a second Skagerrack battle to beat the British fleet rested upon bluff and the lies of the German naval authorities, writes Captain Persius, famous German naval critic, in an article in the Berliner Tageblatt.

Captain Persius has chosen the moment when the finest vessels of the German navy are about to be surrendered to the allies to publish his sensational revelations about the German navy.

In August, 1914, Germany had about 1,000,000 tons in warships, while Great Britain had more than double that amount and, thanks to the mistake of Von Tirpitz, the German material was quite inferior to the British. Captain Persius points out.

German Losses Enormous

In the Skagerrack battle the German fleet was saved from destruction partly by good leadership and partly by favorable weather conditions. Had the weather been clear or Von Scheer's leadership less able the destruction of the whole German navy would have resulted. The long range British guns would have smashed completely the lighter armed German ships.

As it was, the losses of the German fleet were enormous and, in the example of Coblenza, at Santiago, and go out to certain destruction, rather than surrender ignominiously.

Juland Decided Sea Supremacy

Whatever the immediate circumstances of Juland then, its consequences were exactly those of Trafalgar. Sea power remained in the control of the British. The blockade of Germany was not broken. From its post in the north of the British Isles the great British fleet kept watch while the lesser warships convoyed 22,000,000 of allied soldiers to the scene of battle.

Starving at home, overwhelmed by the mass of fresh troops brought from every quarter of the globe, Germany's military power wasted away to the hour when nothing was left but to go to Senlis and surrender as Lee surrendered at Appomattox courthouse.

When, on August 11, the British battle fleet, already mobilized, moved to its battle station, the war at sea was lost to Germany. Within a few brief months the last of the German ships at sea had been sunk or forced to intern. The German flag had disappeared from the ocean. Winston Churchill, and many other orators, uttered foolish words about "digging the rats out," but these words missed the whole fact of the situation. The British navy had won the war at sea, and the British navy had taken her until allied armies could be organized and could perform their task.

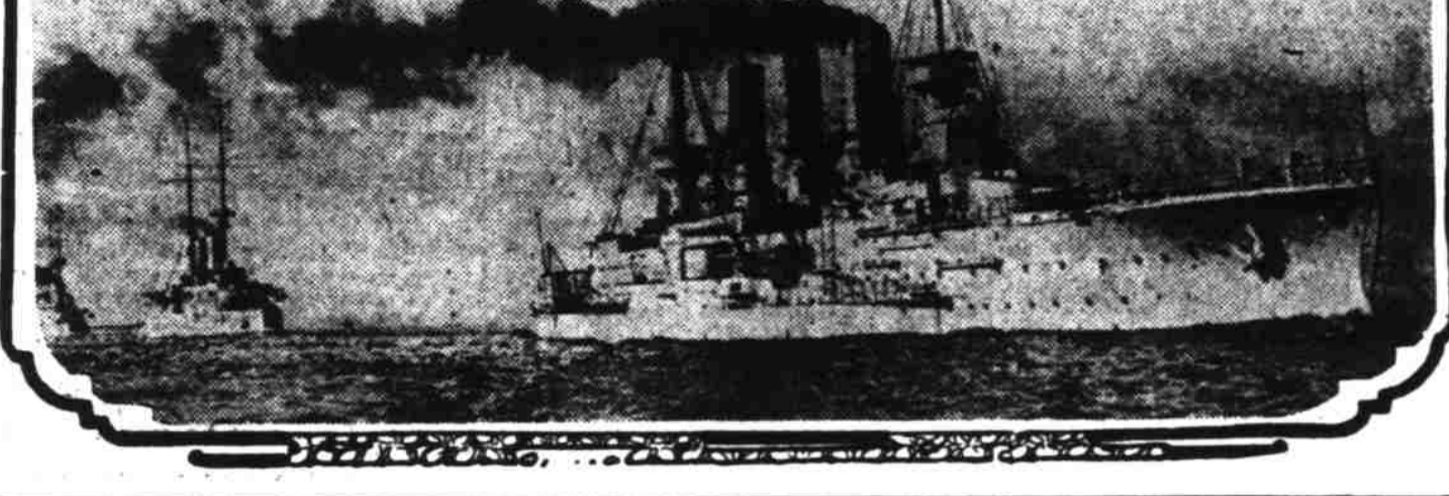
Sea Phase Britain's Share

The submarine war was a deadly peril, only imperfectly perceived at the outset. It was the deadliest thrust of Germany after her defeat at the Marne. But this threat, too, the British navy met, gallantly aided both by the French and by the American navies; and even this precious aid was slight. The sea phase was the British share, the big job, and how well it was performed we see today, when the pick of the enemy's fleet, the best of that armada, so carefully prepared against the day of German reckoning, sails to British ports, there to surrender without firing a shot.

Here is a new vindication of all that Mahan asserted in the days before the present conflict. Here is an ultimate demonstration of the real power of Britain. Her fleet has saved the war, her fleet has won the war, not by a Trafalgar or a Salamis, just as the Germans have not attempted an Aegospotami, unless Juland was such a venture. But after four years of ceaseless pressure, unbroken blockade, without battle the German fleet has surrendered on the

"THE DAY" IS OVER FOR THE GERMAN FLEET

PHOTOGRAPH of the German battle fleet steaming at sea, taken just before the outbreak of the war, when the kaiser was challenging the supremacy of England as mistress of the seas. For years German naval officers drank each night a toast to "the day" when Germany should destroy British naval power. Now the fleet has been surrendered to the allies without a fight.



Germanic Dream Of Sea Control Is Blasted by War

By Frank H. Simonds

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NEW YORK, Nov. 20.—It is to the wars of Rome and Carthage that one must turn for a parallel for the gigantic surrender which today destroys German hopes of wresting the control of the seas from Great Britain. After Zama, the Carthaginian state accepted a peace by the terms of which all their battle fleet, save 10 galleys, were surrendered to the Romans. So perished the last serious challenge by any organized state to Roman world supremacy for many centuries.

It is much less than a generation since the kaiser issued his challenge to the British in that historic speech in which he declared that the future of Germany was upon the seas. And from that hour almost to the present German naval officers have drunk to "The Day" when British mastery of the ocean should be destroyed. And it is less than two years and a half ago that the kaiser, visiting his battle fleet, after Jutland, arrogantly and mendaciously proclaimed that the goal had been maintained, the decision of Trafalgar abolished.

We see now how foolish was that claim. Ignorant still of the comparative losses on that memorable occasion, we know that from that hour on the German fleet never again risked battle with the great enemy. More than this, when all was lost on land we are informed that the sailors of the battle fleet united rather than obey orders to follow the example of Coblenza, at Santiago, and go out to certain destruction, rather than surrender ignominiously.

World Owes Freedom to Fleet

None of us knows today quite what the phrase "freedom of the seas" means. But we do know quite unmistakably what the freedom of the world means and we are having spread before us at this hour an impressive demonstration of how that freedom of the world has been preserved. Between us and German domination only the British fleet has been an unshakable barrier for more than four years and one may doubt that with this lesson before them, the British nation will consent to any agreements, national or international, which weakens in one slight detail, the single sure weapon for their defense which has seen the salvation of civilization.

And in the defense of their fleet, which has defended the liberties of the world, our British allies can be assured that the overweighing support of the American people, it is for Britain to write the law of the seas if she will.

300 Soldiers Help Search for Child Lost at Estacada

Lost at Estacada

About 300 soldiers from Vancouver barracks started out this morning in conveyances supplied by the city and the National League for Women's Service to continue the search for the missing 5-year-old son of Mr. and Mrs. W. H. Thompson, who disappeared last Wednesday near Estacada.

Paul Eckelman, of the Riverview dairy, a friend of the Thompson family, interested himself in the search and applied to the officials at Vancouver barracks. Colonel C. E. Van Way agreed to allow the men to join in the search but was unable to supply transportation for them.

Mr. Eckelman stated that the territory near where the boy disappeared is covered with heavy underbrush and would require persistent searching.

After appealing to the city for help, about 15 trucks were sent from the bureau of public works, the health department, the water bureau and the park board. The National League for Women's Service mustered in all cars at its command and the company left Vancouver about 7:30 this morning.

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And in the defense of their fleet, which has defended the liberties of the world, our British allies can be assured that the overweighing support of the American people, it is for Britain to write the law of the seas if she will.

Oversubscription Of Fourth Loan Is Nearly a Billion

Washington, Nov. 20.—The fourth Liberty loan was oversubscribed nearly one billion dollars.

The approximate final figures announced by the treasury department are \$6,989,047,000, which represents an oversubscription of 16.48 per cent.

An interesting fact revealed today is that purchases of Liberty bonds of the fourth loan direct from the treasury department amounted to \$32,320,858. A good part of this sum represents reinvestment by the alien property custodian of funds belonging to enemy aliens.

Every one of the 12 federal reserve districts exceeded its scheduled quota. The Boston district, with an oversubscription of 26.44 per cent, made the best showing.

American Airman Missing

With the American army of occupation, Nov. 19.—(I. N. S.)—(Delayed)—Lieutenant Jay Gude of New York is the latest American airman reported missing. Lieutenant Gude is the son of Major Gude, head of a New York advertising firm.

GERMANS SURRENDER 20 U-BOATS

Enemy Commander Meets Admiral Tyrwhitt 30 Miles Off Harwich and Turns Over His Vessels.

British Crews Take Charge and Germans Will Be Returned to Own Country in Hun Transport.

HARWICH, Nov. 20.—(U. P.)—Twenty U-boats surrendered to Admiral Tyrwhitt, 30 miles off Harwich, at sunrise this morning.

Tyrwhitt received the German surrender aboard his cruiser flagship.

Twenty more U-boats will surrender tomorrow and Friday and the remainder later.

Following their surrender, the 20 submarines proceeded with their own crews to Harwich, where they were boarded by British crews. The Germans will return to their own country later in a German transport.

Rear Admiral Reginald T. Tyrwhitt is commander of the destroyer squadron of the allies today. 20 submarines being turned over to a British fleet in the North Sea at dawn. A great fleet of battleships and destroyers will give itself up to an allied fleet in the North Sea. It is strongly defended harbor is one of the best in England.

London, Nov. 20.—(I. N. S.)—Germany began surrendering her navy to the allies today. 20 submarines being turned over to a British fleet in the North Sea at dawn. A great fleet of battleships and destroyers will give itself up to an allied fleet in the North Sea. It is strongly defended harbor is one of the best in England.

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METAL TRADES IN SEATTLE PROTEST

International Strike Proposed While Mooney Is Under Sentence to Hang.

Seattle, Nov. 20.—(I. N. S.)—An international strike of labor unions in the United States, Canada and England as a protest to the conviction of Thomas J. Mooney, under sentence to hang in California for the San Francisco preparedness day bomb explosion, is the plan of the Seattle Metal Trades council here today.

After voting in favor of the strike the council Tuesday evening decided to send a cablegram to Arthur Henderson, British labor party leader, asking that organized labor in that country take similar action.

In the resolution adopted the date of the strike is left open. Notice of the Seattle council's action was forwarded to the A. F. of L. today.

The Seattle Central Labor council at its meeting tonight is expected to vote in favor of a Mooney strike and demonstration.

The matter of a general strike over the Mooney matter is not being considered seriously by the officers and important committeemen of the labor unions in Portland. A few men on their individual responsibility have talked a little and the subject may come up in the Central Labor council Thursday night. Unless the executive committee meeting tonight make some positive recommendations it is not considered likely that the matter will reach the floor. One member of the labor forces gave it as his opinion that no general strike would be considered so far as the Portland unions are concerned. "Such a strike would not be endorsed by the international," he said, "and that would mean no strike benefits."

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