

IT'S ALL HERE and IT'S ALL TRUE



Oregon Journal



THE WEATHER

Tonight and Wednesday fair; increasing south-westerly winds.

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PORTLAND, OREGON, TUESDAY EVENING, MAY 13, 1919.—TWENTY-TWO PAGES.

PRICE TWO CENTS

OF TRAINS AND BUSES

GREENS EXTENDED WETERANS

Major Hauser and Oregon Men Who Built Army Railroads in France Receive Big Reception.

Men Are the Guests of Citizens Today and Tonight Will Be Entertained by Dancing Party.

With the handsome shine of their bronzed faces in the sunlight only broken by a broad expanse of grin, those old construction hounds, the boys of Companies D, E and F of the Eighteenth engineers, railway, piled off their special train at the Union station at 12:50. All shaved and spruced up for the day to which they had been looking forward since they left home in August, 1917, the 433 members of the regiment from the Northwest made one wonder how Germany ever dared start a fight.

The boys are home with service stripes that indicate a year and a half of steady service abroad, and home with a grand record. From Lieutenant Colonel George M. Rice of Seattle, the senior officer on the train, down to the most inconspicuous buck private, they all have something to be proud of. They didn't see the battle scenes, the reason being that they were so wonderfully efficient as builders, that they couldn't be spared.

With every man of them aching to get to the front, they received orders on three separate occasions to advance where they would have been assigned to divisions. In each case, however, the French military authorities specially requested that they be left where they were because their services were essential work that no other unit was able to do.

The regiment sailed for France in August 1917, most of the western men leaving from Clatsop Falls. They were among the first 50,000 American troops to land. They pitched right into the game and built marvelous docks at Bordeaux, and storage and classification yards at St. Sulpice. They put the latest American docking facilities in at Marseilles and LaRochele.

There was no hesitation about their work because a soldier always to be found who had done the very thing required, and had done it well.

During all their overseas, the waiting home folk and the boys, too, had one big idea in mind—the day they were to come home. Those who were at the station, where they had to wait an hour for the train to pull in, couldn't

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MEN OF EIGHTEENTH WHO RETURNED TODAY

Following are the names and addresses of the Oregon personnel of the Eighteenth engineers:

- John Hartley, Portland.
Ernest B. Lamoy, Forest Grove.
Joseph L. McAllister, Salem.
Charles G. Staley, Forest Grove.
William R. Stronney, Oregon City.
Ray C. Yeast, Portland.
E. J. Austin, Albany.
Henry A. Bell, Portland.
James C. Collins, Portland.
Ernest E. Ferguson, Marshfield.
Wm. H. Lewis, Portland.
Donald E. McKelken, Portland.
Roy F. Parker, Portland.
Henry A. Olden, Sherwood.
Mike Salatin, Portland.
William E. Batten, Portland.
Andrew J. Bollons, La Grande.
Fred S. Cass, Portland.
John H. Chalmers, Portland.
Clarence H. Coe, Newberg.
Mace Delane, Astoria.
Glenn I. Durbin, Portland.
Alex Donaldson Jr., Portland.
Eaper K. Esperson, Portland.
Kirtell Evancey, Portland.
Charles A. Evans, Newberg.
Leonard E. Gower, Newberg.
William M. Grier, Portland.
Harvey E. Hoffman, Portland.
Leslie E. Holliday, Multnomah.
Kenneth Hoeneman, Portland.
Alva R. Huckins, Portland.
Eugene C. Hughes, Forest Grove.
Frank B. Huelet, Portland.
Charles W. Irvine, Portland.
Victor L. Johnson, Multnomah.
Harold V. Judd, Forest Grove.
Frank A. Keith, Portland.
Richard H. Knapp, Portland.
Clem W. Kretzer, Portland.
Wade W. Lewis, Portland.
Edward B. Loken, Harrisburg.
Jerry E. Manning, Portland.
Edgar E. McLean, Lexington.
Thomas L. Monteith, Portland.
David J. Murdock, Portland.
Earl N. Murrison, Portland.
Henry Macaffrey, La Grande.
William M. McLean, Lexington.
Arthur R. McDonough, Portland.
John R. McDonald, Newberg.

(Concluded on Page Two, Column Two)

American Quarrymen Reported Killed in Explosion in France

Dijon, France, May 12.—(U. P.)—Several American quarrymen were killed and a dozen injured in a dynamite explosion at Is-Sur-Tille, it was reported today.

Is-Sur-Tille is 10 miles north of Dijon and 40 miles south of Chaumont.

REMARKABLE PICTURES OF AMERICAN AIR RACERS AT SEA

THESE wonderful photographs were made of the giant naval seaplane NC-4, while 60 miles at sea, from the F-5, a smaller airplane, while the planes were on their way from Rockaway, near New York, to Halifax. The NC-4 later developed trouble with her oil pump and was forced to descend at Chatham, Mass., whence she will continue her flight to Halifax and across the Atlantic.



UNDERWOOD and UNDERWOOD

10 MILL LEVY AND \$1,657,000 ASKED

City Improvements Needed, Say Commissioners; Vote Tax and Bonds June 3.

Ten mill tax levy. Bond issue totaling \$1,657,000. Annexation of strip of property on the peninsula.

Change in plan of extending city streets. These are the measures for which the people of Portland will be asked to give authority at the special municipal election on June 3 as decided at a special meeting of the city council Monday afternoon.

The ten mill tax levy is necessary, commissioners declare, because of increased expenses in conducting the city's business and to meet the cost of additions to departments now operating under-manned.

MORE EMPLOYEES NEEDED. That the city is now paying much smaller salaries than private corporations was the contention of commissioners who believe that added remuneration is essential to assure loyalty and efficiency among employees. Additional employees are necessary in several city departments, commissioners declare, such as the street cleaning, police, and fire.

The street cleaning department is operating with a shortage of approximately 40 men present, according to Commissioner Bigelow, and Mayor Baker asks for a larger police force to combat crime.

The city has been allowed an extra mill during the coming year. BOND ISSUES SOUGHT. Bond issues for \$1,657,000 are asked, divided as follows: Five hundred thousand dollars for playgrounds and parks in the central east side, Albina, Lents, St. Johns, Alberta, Irvington and Rose City Park districts; \$527,000 for community houses, comfort stations, and improvements to parks; \$30,000 for a new police telephone system; \$100,000 for a sub-post office on the east side; \$200,000 for eight new fire stations, two fireboat piers, and two houses for fireboat crews, and \$250,000 for remodeling the city hall, including two additional wings and installation of vaults. Of the total issue, Mayor Baker requires \$1,207,000, Commissioner Perkins \$250,000, and Commissioner Bigelow \$200,000.

Two measures are presented by Commissioner Barber, although no bond issue is required. One is to authorize labor at its annex property, belonging to the Peninsula Lumber company, which is present plan of extending streets, which is declared to be too complicated.

Labor Chiefs Take Up National Issues

New York, May 12.—(U. P.)—Important labor issues faced the executive committee of the American Federation of Labor at its meeting with President Samuel Gompers of the federation here today. Gompers, recovering from serious injuries sustained in a recent auto accident, expected to participate in the entire reconstruction, railroads and national and international issues at the coming convention of the federation were to be considered.

League Features Held Impossible By Popular Party

Rome, May 12.—(I. N. S.)—The popular party, which is controlled by the Vatican, went on record today with the assertion that compulsory arbitration and disarmament are impossible.

Compulsory arbitration and partial disarmament are the two leading features of the League of Nations.

ADVERSE WEATHER DELAYS SEAPLANES

Both Provided With Fuel and Ready for Jump-Off When Bad News Comes.

Lisbon, May 12.—(U. P.)—The Portuguese government has authorized landing of American seaplanes in the Azores and at Lisbon, it was announced today, following parleys which have lasted a month.

Trepasny, N. F., May 12.—(I. N. S.)—Receipt of reports of unsettled weather over the Atlantic made it appear probable this morning that the two American naval seaplanes would not jump off in the transatlantic flight today. It now appears likely that Commander Towers, "admiral" of the "Hiram," will await the arrival of the NC-4, so that the "jump off" to the Azores may be made by his complete squadron of three planes. The NC-4 is reported in readiness for her "hop" from Chatham, Mass., awaiting favorable weather.

Both planes were provided with fuel and in readiness for the start when the adverse weather reports came in today. Local weather conditions were ideal at the time the men retired last night and they were much disappointed this morning over the possibility that they would have to wait at least another day. If the moon reports show an improvement in the mid-Atlantic, the planes may hop off this afternoon or just before sunset this evening, taking advantage of the full moon due to appear at midnight.

GRAIN ELEVATOR THREATENED LOSS LA GRANDE TONIGHT

Workmen Race With Soft Earth To Keep \$2,000,000 St. Johns Structure From Sinking.

An investment of nearly \$2,000,000 in public funds made by the dock commission at the St. Johns terminal hangs in the balance while the commission strives to stop the subsidence of the 1,000,000-bushel concrete grain elevator built there.

In urgent race with yielding earth, pilings are being driven at the northwest corner of the elevator, the work being done experimentally but with the hope that by pinching the earth between the buildings and the piling further settling will be prevented.

The first expense incurred by the dock commission at the St. Johns terminal was \$127,000 for the 135-acre site. The grain elevator, to date, has cost, including its equipment, \$329,103.88.

Pier No. 1 at the St. Johns terminal, erected for use in connection with the grain elevator, represents a bill of \$659,485.84 for building and equipment.

A contract has just been let for the extension of this pier at a cost of \$66,226.70.

Likewise a contract has been let by the dock commission for the construction of Pier No. 2 at the St. Johns terminal at a cost of \$263,052.50.

The excavation of Slip No. 1 at the St. Johns terminal represented an expense of \$64,735.01, which amount was paid to the Port of Portland.

The "shore work" necessary in connection with the filling of the site at the St. Johns terminal cost \$42,811.86. The site was filled to an elevation of 39 feet above low water, the Port of Portland commission having furnished the material incident to the dredging of a basin in front of the terminal site. The port commission had not available this morning figures showing the cost of dredging the basin, the amount having been charged to channel work, but there is a space of about a thousand feet between the terminal site and the channel proper which was deepened to 39 feet.

Work on the construction of the grain elevator has been suspended awaiting the result of the efforts to stop its subsidence, but the dock commission has decided to go ahead with the pier.

Several of the officers of the unit have already returned to Portland.

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TROOPS ARRIVE IN LA GRANDE TONIGHT

Stop-Over Granted Men of 117th Sanitary Train to See Old Home Town.

Three hundred and forty-eight Northwesters soldiers, bound on the Great Northern through Spokane, they are expected to arrive at Huntington at 6:45 o'clock tonight. It was also learned that they are members of the headquarters troop of the First army corps.

General Passenger Agent William McMurray of the O-W, R. & N. received the information that the 100 men—attachment unknown—who were to have arrived in Portland Wednesday morning are to be diverted over the Great Northern through Spokane. They are expected to arrive at Huntington at 6:45 o'clock tonight. It was also learned that they are members of the headquarters troop of the First army corps.

The remainder of the special train of soldiers—276 men—will proceed to Portland, arriving here at 10 a. m. Wednesday. These men are members of casual company 468 and were believed until today to be a part of the 117th sanitary train. Information wired the O-W, R. & N. this morning proved that the majority of the men were from the casual company. The sanitary train men will not arrive in Portland until Thursday morning.

Commanders Towers and Bellinger and the crews are determined to put the project through on time in a thoroughly American fashion, with all the world, including St. Johns and visiting aviators, looking on.

Destructors are all at their posts flashing information about the weather to the warship group commanders and thence to the steamship Aroostook regularly.

The instructions call for a flight together at an altitude between 1000 and 2000 feet, but they may climb 5000 feet if the weather makes it advisable. The course is direct between Mistaken Point here and Corvo, Azores, in 20 hours.

(Concluded on Page Seven, Column Three)

Message Says Base Hospital to Leave For West Thursday

That Base Hospital 46 would be leaving Camp Merritt Thursday for demobilization at Camp Lewis was the word received today by Mrs. J. Goldsmith in a telegram from her son, Sergeant Herbert Goldsmith, a member of the unit.

Similar messages have been received from other members of the contingent. It is understood that the entire complement will be in the party, headed by Colonel R. D. Yenny.

Several of the officers of the unit have already returned to Portland.

PRESIDENT VETS FOR ACTS FOR SEAPLANES

Ban of Acceptance of Foreign Contracts Partially Lifted to Take Effect Immediately.

Western Yards Will Especially Benefit Under Order of Executive, Is View of Hurley.

Washington, May 13.—(U. P.)—President Wilson has partially lifted the ban against American shipyards accepting foreign contracts.

This was announced today by Secretary Tumulty, who said: "Upon the suggestion of Chairman Hurley of the United States shipping board, the president has taken action that will permit American shipyards to accept foreign contracts so far as that can be done without interfering with the building program for American registry."

More work in yards. Lifting of the order against acceptance of foreign contracts will mean more work for American shipyards, it was pointed out, with improvement of the unemployment situation reported in some yards.

Pacific coast shipbuilders in particular have been insistent that they be allowed to accept foreign contracts.

The president's order lifting the embargo on foreign ship orders is effective immediately.

The shipping board within the last few months has many requests from foreign countries for permission to let contracts with American shipbuilders.

SCANDINAVIANS FAVORED. This has been particularly true of the Scandinavian countries and certain British interests.

Chairman Hurley is known to feel kindly toward the Scandinavians, who chartered their ships to the shipping board when the United States was hampered for tonnage during the war.

Shipping board officials felt also that the removal of the ban against foreign trade would considerably diminish agitation of the swappers, which eventually would have led to labor unrest. It was pointed out that thousands of men, drawn to the shipyards by the high wages, would be unemployed if thrown out of work unless additional contracts were made available.

WAITING ON CONGRESS. The shipping board's building program is not yet definitely decided upon, nor will it be until congress acts.

Now that the yards can, upon recommendation of Chairman Hurley, accept foreign orders, the whole situation will be producing concern among officials believed. Hurley will have the final decision as to when and where foreign contracts may be placed.

Announcement by Secretary Tumulty to the effect that President Wilson had taken action to permit American shipyards to build steel vessels for foreign account, will be of great interest to the steel yards of Portland, officials say.

It has been several months since Portland yards obtained offers of contracts with foreign builders, however, and as nothing could be done in the matter at sea, several months ago, it is said.

The builders claim that it will require three or four months to assemble materials and prepare plans.

In the meantime the work of building ships for the government is rapidly approaching the end in Oregon. The prior several years are already vacant, and by October the entire program will have been finished.

Building for foreign account would, however, save owners any, enable industries to continue and, what is more important, it is hoped that these contracts will be made before they are lost through industrial organization after the present program is finished.

BUTTERFAT GOES UP 4C; BUTTER 2C

Orders From Europe For Ten Cars of Butter From Coast Send Prices Upward.

Europe is so short of butter that her buyers are invading the Pacific coast for supplies.

Direct orders for at least 10 carloads of Pacific coast creamy butter have been received by the trade and this has caused intense excitement in all markets of Oregon. Washington and California.

While some supplies of Pacific coast butter have been indirectly sold to England, this is the first time within the history of the trade here that direct orders have been offered.

So excited was the local trade that an advance of 2 cents a pound has been quoted in the price of butter here for Wednesday morning. Further advances are likely and expected in view of the fact that butterfat has become so eagerly sought that it has advanced 4 cents a pound within 24 hours and butter as yet has advanced only half that sum.

Stockholm, May 12.—(I. N. S.)—Petrograd is expected to fall to the allied forces within a few days, said a dispatch from Helsinki today.

Edith Cavell Is Carried Home by English; Funeral In Westminster

Body of Murdered Nurse Is Removed From Brussels; Warship in Waiting.

Brussels, May 12.—(U. P.)—Escorted by honor guards of British and Belgian troops, the remains of Edith Cavell, the heroic English nurse murdered by the Germans, were removed today from the city where she faced a firing squad in 1915.

The heavy casket containing the body recovered from the graveyard where the Germans buried it, was placed on a gun carriage, draped in the Union Jack of Great Britain. The troops both preceded and followed the cortege. There were many bands and thousands of silent spectators uncovered by the first notes of the dirge sounded through the streets that had seen the Germans strut as conquerors in 1914, rule as conquerors four years and sink away defeated in 1918.

The procession passed slowly through the boulevards, the way being lined by thousands of people, including many soldiers in uniform. Flags flew at half mast.

At the railway station the funeral service of the Church of England was read by the Rev. Mr. Higgin, who (Concluded on Page Seventeen Column Three)

SWITCHING CHARGE TO BE DISCUSSED

Dock Commission Asks Federal Authorities to Remove It as Aid to Port Development.

Fortifying their claim that \$4,000,000 will have been spent on terminal improvements now under way, the public dock commission, with Chairman C. B. Fecteau, has asked the federal authorities in presenting to the federal railroad authorities a request for the removal of extra switching charges now levied on the city's principal terminal at St. Johns.

The future of industrial concerns which are desirous of locating in the terminal vicinity are declared to be at stake and Portland's maritime status is said to be seriously affected by any discrimination which might work a handicap against the terminal where export and import cargoes are now being received.

The commission was requested to grant the Portland rate to the St. Johns terminal. At the present time there is an extra charge made for switching the cars on the St. Johns terminal, a charge which for print paper shipments amounts to 25 cents a ton, and about \$125.00 a ton for grain in carload lots originating on the short hauls in the Willamette valley.

The question also concerns other matters, such as producing concerns, such as small sawmills of the Willamette valley.

The Portland rate now applies to commodities coming from the districts east, the railroad administration feeling no arrangement whereby the extra charges are absorbed.

From the standpoint of Chairman C. B. Moores of the public dock commission, and in fact, other representatives of citizens of Portland, it is necessary that there be no discrimination whatever in (Concluded on Page Three, Column One)

Congressmen Plan To Keep Espionage Violator From Seat

Washington, May 12.—(I. N. S.)—A plan to prevent Victor Berger, Socialist, convicted in the federal courts of Illinois for violation of the espionage act, from taking his seat in congress was put under way by house leaders today. It is expected that he will appear Monday, when congress goes into extraordinary session, and attempt to qualify.

"His case will be referred to a special committee, which was expected to report against Berger as soon as they secure the court records. These, house leaders said, would make out a prima facie case against Berger's fitness to take his seat. Berger is now on the payroll of the house, drawing his \$225 a month.

Italian Papers Say Italy Is Crushed by Treaty Like Enemy

Rome, May 12.—(U. P.)—The Italian press continued to comment bitterly on the terms of the German treaty.

"Besides crushing Germany, the treaty crushes the Italian victory," said the Idea Nazionale.

The Stampa referred to the conference as Italy's "second Caporetto."

(Italy's) defeat in Caporetto permitted the Austrians to advance from behind their own frontier to the Piave.

Astoria Mill Goes to Seattle Contractor

Astoria, May 12.—William Willis of Seattle was awarded the contract for the Seattle port commission the construction of the new flouring mill to be erected on the port property. The bid was \$78,000, and the structure is to be completed by October. The mill will be leased to the Astoria Flouring Mills company.

Italian Compromise Plan Given by Page

Paris, May 12.—(U. P.)—Thomas Nelson Page, American ambassador to Italy, this afternoon submitted to President Wilson a compromise plan by which Page believes the president's principles will be maintained and Italy be entirely satisfied.

GERMANS WILL SIGN PEACE WORD

Enemy Envoys Realize They Can Not Obtain Modification of Peace Terms Offered by Allies.

President Wilson Has Conference With Ambassador Page; Big Four Postpones Its Session.

By John Edwin Nevin. Paris, May 12.—(I. N. S.)—The German peace envoys, having agreed among themselves that they cannot secure a modification of terms, will sign the peace treaty, according to confidential information reaching President Wilson today.

Herr Lansberg and Herr Geisberg, two members of the Teutonic peace mission, have left Versailles for Berlin to inform the government of the decisions reached by the plenipotentiaries.

The final conclusions and a definite course of action will be decided upon by the Germans before Sunday.

The meeting of the Big Four, which was scheduled for this morning, was called off just as some of the secretaries began arriving.

The German delegation sent word that further communications which it will address to the allies were not yet ready. The committee which is drafting the Austrian treaty was not ready with its documents and there was therefore no business on the slate for the Big Four.

The members then turned their individual attention to a multitude of matters with the Italian question uppermost in the minds of the American delegates.

(Continued on Page Two, Column Three)

DISTRIBUTION OF INCREASE IS SET

Additional Salaries to Teachers Given on Basis That Living Costs Hits All Equally.

Distribution of the \$331,000 recently voted by the taxpayers to increase the pay of Portland teachers during 1920 was given today by the school board.

Every teacher on full time in the public schools, both grade and high school, will receive a proportionate increase on the basis that three night sessions equal one day session. Substitutes will receive in proportion to the days they actually teach.

This distribution has been made on the basis that the high cost of living has struck all classes of teachers with equal force and the money should be divided pro rata.

The \$400 given equally to all the full time teachers will make an increase of 50 per cent for the lowest paid teachers, decreasing with the rising wage scale.

Payment of the bonus will not begin until January, 1920, and will continue through the calendar year, separate and distinct from the regular salary. It will be paid on the Berkeley plan, that is, one-twelfth, or \$32.50, will be paid for the first six months of the year, and in addition to the June check one-tenth of the total of \$40, will be given for the summer vacation. In the fall, \$32.50 will be paid and just before Christmas a check of \$26.66 will be given for shopping uses.

The Berkeley plan of distribution, while adopted for the bonuses, may or may not be applied to the regular salaries depending upon the action of the school board next fall.

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