"IT'S ALL HERE and IT'S ALL TRUE" — 1 O'CLOCK EDITION

Oregon Daily Journal

WITH HER THE UNION SHE FLIES ONE WING

THE WEATHER — Tonight and Sunday fair; northerly winds.

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FIRE RAGES UNCURBED; AID CALLED

Reinforcements Needed to Battle Raging Flames Eating Their Way Through Valuable Timber.

Montanans in Ex-War Trucks Are Sped to Zone of Destruction; Blaze Leaps Mountains.

Butte, Mont., July 19.—(U. P.)—Continued dry weather and high winds further intensified the forest fire situation in Montana today.

Reports of many new fires coming into the forest office led officials to declare that, unless the weather moderates, there will not be sufficient men in the state to conquer the conflagrations.

Reports from the St. Regis fire show the blaze jumped Clark F ork river and is spreading at the rate of several miles an hour unchecked.

Officials declare there is little hope of checking the Henderson fire, which jumped the mountains into Mullen gulch.

SPREADS UNHAMPERED

The entire Sun river watershed near Great Falls is threatened by the blaze which is raging apparently unhampered along the north fork of the river.

Bozeman reports indicate the fire on the Madison river in the Bear Tooth reserve is raging, while the one on Ross Peak in the Bridger range apparently has been controlled.

Reports from Missoula declare that fires in the Selway, once under control, have broken out again, and that the situation has become serious.

The village of Jimtown near Helena is threatened, according to reports from Helena. The Evaro fire, in the Helena forest, is still on a rampage, but several other fires in that vicinity are reported under control.

CAMPS THREATENED

The Cedar creek fire in the Kootenai forest is spreading rapidly and numerous small isolated camps in the hills are threatened. Thus far no lives have been reported lost. This may be because communications with many villages have been entirely cut off and reports are in many instances unavailable.

Seventeen hundred sheep owned by

(Concluded on Page Two, Column Three)

MAYOR ASKED TO LOOK INTO PRICES

Professor at Reed Wants to Know if Latest Flight of Hi Cost Is Justifiable in City.

Asking that the city start an investigation to determine the justice or injustice of the latest increases in the cost of living, Professor A. A. Knowlton of Reed college has sent a letter to Mayor Baker calling attention to the smoldering resentment of the public.

Professor Knowlton said he did not know what grounds there might be for the recent increases and that possibly they were justified, but if so he held it to be the legal right of the city to ascertain.

The producers and distributors have formed an alliance to safeguard their interests but the consumers have no such protection, Knowlton asserts. It is therefore a duty of government to accomplish this protection for the people.

Regardless of whether prices artificially are too high, Professor Knowlton asserts that the people have a suspicion that they are. With such convictions, he says, the seeds of discontent find ready lodgement.

Mayor Baker was undecided this morning as to what procedure the council should take in following out this suggestion.

Reconciliation to Settle the Strike Of Grainhandlers

Under an agreement reached by both the grainhandlers' union and the employers involved, the state board of conciliation is to hold hearings on the issues at stake and the suggestion of the board will be taken as a ruling by both parties. The opening meeting will be held at 10 o'clock Wednesday morning in Library hall. Otto Hartwig, secretary of the board, stated this morning that this agreement had been reached, so that the board became in this case virtually a board of arbitration.

This award by the board of conciliation will affect the wages of the grainhandlers all over the Northwest, because, consequently, representatives of the grainhandlers' unions of Seattle and Tacoma and other ports are to be present at the hearings and to offer testimony if desired.

Refusal to give the grainhandlers a raise of 5 cents an hour to 80 cents resulted in a walkout by the members of the union July 1. The handlers returned to work July 17, agreeing to abide by the decision of the state board of conciliation whether they should get the raise.

PEOPLE OF WORLD DONE WITH WAR, SAYS HENRY FORD

By Harry Reutlinger

Mount Clemens, Mich., July 19.—(I. N. S.)—This is a tale of a three-mile hike on which the hikers were, as some one put it, "a man with a half a billion and a man with a half a buck."

Perhaps the figures were not exactly accurate. Henry Ford's wealth may be somewhat more or somewhat less than the sum mentioned and the correspondent who trudges along with him through the rutted country roads probably had more than "four bits" in his possession. But the phrase was relatively true.

After the heat of the big legal battle which has kept him on the stand all week, the chief figure in the Ford-Tribune $1,000,000 libel suit sought relaxation.

STARTS OFF ON STROLL

"Let's stroll," he suggested as he touched the shoulder of the correspondent in the lobby of the hotel from which, for the time being, Mr. Ford is directing all his immense interests. He was hatless and clad in a thin gray suit of modest cut and material. So the pair started off.

First mile.—The correspondent ventured something about the peacefulness of the main street of the town.

"It is peaceful," Mr. Ford agreed. "The whole world should be peaceful. I don't mean the whole world should be as quiet as this. We have to have cities and we have to have noise. But the whole world might as well have as much peace as this particular place seems to have.

"WHO WANTS WAR!"

"Is there anyone who, after what the world has gone through recently, wants anything but peace? There may be some—those who profited from the war or who would profit from another war. But the people of the world, the men who fought and those who remained behind and grieved, those who saw the awful waste of human life and of natural material—do they want another war? I don't believe so. But unless there is a stable, easily available means of settling difficulties, I fear there will be more wars and that the lesson of this one will be wasted."

"What method of settling difficulties would you suggest?" the correspondent inquired.

"A League of Nations, by all means," Mr. Ford replied.

HOW DISPUTES ARE SETTLED

"If this property owner whose house we are passing had a dispute with his neighbor over the line of that fence right there, does he go out and hire a gang of gunmen to shoot up the neighbor? Of course he does not. He goes down there to the red brick courthouse, a judge and a jury settle the matter and he and his neighbor are good friends again.

"A couple of states may differ. Do they arm their citizens and go whooping into war? They do not. They send their representatives down to Washington and the highest learned supreme court adjusts their difficulties—without loss of life or a day's productiveness.

SEES NO DIFFERENCE

"Now, what's the difference. I'd like to know, between these two neighbors having a dispute, two states having a difference, and two nations of the world having a quarrel? And if the neighbors and the states can have their affairs settled by a court or a supreme court, why can't two nations have their difficulties adjudicated by a court of the world?

"I think the man that opposes a league of nations and a court of the world is all wrong."

Second mile—The pair of pedestrians turned off into a by-road.

At a fence was a farmhand who had just put up his horses and was having a pipe in the darkness before turning in.

"I look to see in a few years," Ford

(Concluded on Page Two, Column Two)

M'NARY CONFERS WITH PRESIDENT

Oregon Senator Firm for Ratification; Wilson Explains Points Not Clear.

Washington, July 19.—(WASHINGTON BUREAU OF THE JOURNAL.)—Senator McNary was at the White House for an hour Friday discussing the League of Nations in details. He described it as a pleasant conference, the president plunging at once into the subject of the league.

The senator found himself in agreement with the president as to the undesirability of any reservations which would change the meaning of the treaty and involve resubmission of the document to negotiation, because other nations whose amendments have been rejected would then come forward with demand for their consideration, in addition to the delays and danger from unsettled conditions.

The president explained the difficulties of the American negotiators in having their own way, and the necessity for reaching a compromise between conflicting interests, with the situation further complicated by agreements entered into long before and relied upon.

Out of this sort of accusation came the Shantung clause. Senator McNary told the president he disliked that, but said its severity is mitigated by explanations which he is not free to disclose.

Senator McNary told the president of the construction he places upon article 10 and the domestic question and Monroe doctrine features, which he intends to discuss in the senate Tuesday, his views substantially according with those of the president. They did not discuss the separate treaty with France, which Senator McNary will oppose.

The president said he has not decided upon the date he can start West.

Discharge of Fire Fighters Serves to Quiet Wild Rumors

Because it had succeeded in getting the fire under control in the Oregon National forest along Herman creek, the forest service this morning laid off 35 men of its fire fighting crew. Wild rumors that the town of Cascade Locks was menaced by flames and that the woods were burning around Wahtum lake, where Portland Boy Scouts are encamped, were thus discredited.

The fire started July 10, presumably from a campfire that some sojourner in the woods had failed to extinguish. For a time it assumed serious proportions, but was put under control early in the week. A high wind, however, caused it to spring into life again, but it gradually died down under the combined influence of more favorable weather conditions and the efforts of the fighters.

Indications were today that the fire would be completely dead within a few hours.

Rioting Breaks Out Among Ranks of Sea Workers on Strike

New York, July 19.—(I. N. S.)—Rioting broke out in the marine strike here today. Two men were seriously injured and numerous others suffered minor hurts. The disturbance started with a clash between striking seamen and strikebreakers.

Five hundred ships, both privately and government operated, were tied up today by the strike, and officials estimated that the monetary loss already incurred totals approximately $5,000,000.

TELEPHONE GIRLS LIKELY TO RETURN

Meeting This Afternoon Expected to Vote to Obey Orders of International Union.

Striking employes of the Pacific Telephone & Telegraph company are expected to sign up as prepared to return to work Monday morning at 8 o'clock at a joint meeting to be held this afternoon in the Selling-Hirsch building, including both the operators and the linemen. A vote will be taken on the question. Delegates of the union in San Francisco and in the East have advised returning, and the international officers have given orders to that effect.

It is necessary, however, to take a vote though the failure to obey probably would mean loss of the charter in the international organization.

COMPANY COMES HALF WAY

The telephone company here is, according to W. J. Phillips, commercial superintendent, prepared to take back the employes, and it is believed that there will be little difficulty over this. W. E. Moore, superintendent of plant, made the statement during the hearing of the state board of conciliation, that if the employes returned to work before the breach had widened too far, it would be possible to take all back and let the overturning of the forces take care of the excess. He said that, unless the offices were too much filled with new workers, it would be possible to shut down the schools of instruction for a short time, and the overflow would gradually lower to normal.

The big mass meeting that was to have been held in the auditorium of the Central library this evening at 8 o'clock has been called off on account of the changed orders.

SETTLEMENT TERMS UNKNOWN

It is not known locally just what demands have been granted, but it is judged from the telegrams received that the retroactive pay to January 1 has been granted, as well as recognition of the union and certain concessions in regard to arbitration of grievances. It is believed possible that the return to work has been ordered pending the final adjustment by the wire control board as to the matter of wages. The present rate of wages guarantees a minimum wage of $6 a day for men and $12 a week for girls, which increase became effective on June 16, and was announced here on the day the girls went on strike, June 30.

MASS MEETING SUNDAY

A mass meeting of the linemen and operators will be held in the Selling-Hirsch building Sunday afternoon at 3 o'clock, according to schedule, though there is some question as to the hour, owing to the meeting depending on the arrival home of the delegates sent to San Francisco. C. E. Dunaven and Miss Lilly Schunke, who have been there for the last week, will arrive Sunday and will report at the meeting.

Even Home Brew And Wine for Use At Home Must Go

Washington, July 19.—(I. N. S.)—Home made wines and beer, even though intended purely for home consumption, will not be exempted under the prohibition enforcement law.

Representative Fitzgerald of Massachusetts this afternoon offered an amendment to the bill seeking exception for "home brew," but Representative Good, who was in the chair, sustained the contention of Representative Blanton of Texas that the amendment was not in order.

PAGEANT IS VIEWED BY MILLIONS

Fourteen Nations Represented by 18,000 Soldiers and Sailors in London Peace Procession Today

General Pershing Leads First Section and Receives Thunderous Applause All Along Line.

London, July 19.—(I. N. S.)—With American troops in the place of honor, 14 nations joined with England today in celebrating peace with the most brilliant and stupendous parade this nation has ever seen.

Fully 2,500,000 people saw the seven-mile-long procession that passed through the city amidst the plaudits of the multitude. At some points the spectators were massed from 100 to 200 deep on both sides of the marchers.

Marshal Foch, generalissimo of the allied armies, General Pershing, the American commander in chief, and Field Marshal Haig, commander of the British army, took part.

Eighteen thousand troops were in the procession which took two hours to pass a given point. For the first time women were given a place in such a strictly military event. Six hundred "Waacs" in uniforms marched with the men.

Great excitement was caused in Trafalgar Square when the spectators broke through the police lines and 500 police reserves battled with the crowd in an effort to open a lane for the troops to get into the Mall.

A dozen women fainted in the crush.

Never had London heard such uproar as the salvos of applause which greeted the famous army and navy officers as the troops swung through the streets to the stirring martial tunes of the bands. And no less was

(Concluded on Page Sixteen, Column Six)

FIREMEN JOIN IN CHICAGO STRIKE

Pumping Engineers Walk Out and Places Are Filled With Emergency Help.

Chicago, July 19.—(U. P.)—Chicago's labor problem—already involving more than 115,000 persons—was made more serious today when resignations were received by the fire department of 237 fire department and pumping station engineers.

City officials declared that stations will be manned with emergency engineers and that the city will be amply protected from fires.

The engineers voted to go out at 8 a. m. today and to stay off duty until their demand of 80 cents an hour is met. They now receive 41.

Surface and elevated transportation employes announced their vote of more than 100 to 1 in favor of a strike to force their demand for more pay. Surface line employes voted 10,016 for and 435 against the strike, while "L" employes were 3501 to 38 in favor.

Hope of a settlement in the building trades lockout, affecting 100,000 men, appeared today.

TRACTION LINES ARE TIED UP WHEN CITY BEGINS DAY

Providence, R. I., July 19.—(I. N. S.)—Half a million people here awoke today to find all of the traction lines operated by the Rhode Island company tied up with 2500 employes of the road idle, more than 500 cars locked in the barns and approximately 400 miles of track useless, as the result of the failure of the trustees of the street railway company and representatives of the Providence street car men's union to agree on a wage schedule.

The strike ties up virtually the whole state of Rhode Island with the exception of Newport. Eight hundred trolley men at Westerly, in the southern corner of the state, are also on strike.

The strikers demand 75 cents an hour. They had been receiving a maximum of 43 cents an hour.

Portland Youth Is Awarded Medal for Heroism at Verdun

Washington, July 19. — (WASHINGTON BUREAU OF THE JOURNAL.)—It is announced that General Pershing has awarded the distinguished service cross to Private Eugene McEntee of headquarters company, Twenty-sixth infantry.

His mother is Mrs. E. M. McEntee of 617 Gantenbein avenue, Portland, Or.

The award is for extraordinary heroism in action near Verdun on October 2, 1918, when Private McEntee was in charge of maintaining a telephone line with an advance patrol.

After being shot in the ankle, he refused to go to the rear and advanced 1300 meters under heavy machine gun fire to repair the lines and keep up communication by telephone with the forces in the rear.

Hill Owns 45,000 Acres of Timber On Proposed Line

He and Associates Plan to Pool Pine for Milling on the Deschutes.

Bend, July 18.—It has been ascertained from official records that Louis Hill and associates own in Central Oregon, from the summit of the Cascade mountains eastward to the Deschutes river, approximately 45,000 acres of valuable pine timber, which surrounds the proposed line of the Portland & Southeastern railroad, which it has been announced will be projected from Mt. Angel to Bend as soon as the railroads are returned to private ownership.

Careful check has been made of the timber belt and it has been found that of the five billion feet of timber directly tributary to the proposed line, which includes government timber, the Hill interests own approximately 600,000,000 feet of timber.

It is certain here that for several months a plan for a merger has been going on by which private owners, including Hill interests, plan to pool timber for milling somewhere on the Deschutes river near Bend.

LUMBERMEN FIGHT RAILROAD CHARGES

State Chamber Putting Shoulder to Wheel to Flatten Difference in Rates in Oregon.

Practically every lumber and tie concern west of the Cascade mountains and between Portland and the California boundary has joined in an appeal to the railroad administration to secure for shippers and consumers the same rates on lumber between local points in Oregon as now exist between local points in Washington.

Alleging that interests in Western Oregon shipping over the Southern Pacific and the Oregon Electric and their branches have been unjustly discriminated against, the Willamette Valley Lumbermens' association and 23 firms of the western part of the state are going to present a solid front, backed by the State Chamber of Commerce and other state bodies, demanding an equalization of rates.

A letter calling attention to the inequality of freight rates maintained on lumber and lumber products between points in Western Oregon and points in Western Washington on the Northern Pacific, Oregon-Washington lines, Chicago, Milwaukee & St. Paul and Great Northern railroads, has been presented to the Portland district freight traffic committee.

"Reviews of the existing tariffs," says the complaint, "which has been organized by F. G. Donaldson, traffic manager of the association shows that the local rates on lumber in Western Oregon are very materially higher than in Western Washington for the same distance. The operating conditions between points in Western Oregon and Western Washington are substantially similar and there seems to be no justification for the railroad administration, which now controls all lines, continuing the long existing discrimination against Oregon shipments. Undue preference has been granted Western Washington shippers in the matter of local lumber rates."

The report says further that the higher rate being paid in Oregon for transportation of lumber and its products amounts to from 15 to 40 per cent more than the rate in Washington and that in all fairness both districts should be given the same rate.

Believing that the subject of rate equalization is one of state-wide import to producers and users of lumber, since it is estimated that 25 per cent of the total product is consumed locally and that on nearly all of this the alleged excessive rate is now being paid, the State Chamber of Commerce has issued an appeal to its constituent bodies for their cooperation in eliminating the unjust rates.

Accompanying the complaint of the Western Oregon lumber and tie men is a petition signed by nearly every lumberman west of the Cascade mountains asking that a public hearing be given the case by the local traffic committee so that the shippers may be afforded an opportunity to give testimony why there should be a parity of rates between these two producing sections.

Auditorium Needs Reinforcement to Remove All Danger

Complaint reaching Governor Olcott that the auditorium at the Gladstone Chautauqua was unsafe has led to an investigation by W. C. Knighton, chairman of the state board of architectural examiners, and City Building Inspector H. E. Plummer. That the structure is in no immediate danger and can be easily made safe by reinforcing the buckling top chord of the trusswork was the statement of Mr. Plummer today.

The building is comparatively new. It has a seating capacity of about 5000.

Mail Flyer Is Killed When Plane Plunges

Bellefont, Pa., July 19.—(I. N. S.)—Aviator Charles Lamborn, one of the postoffice mail flyers, was killed when his machine fell from a distance of 6000 feet at a point about 10 miles west of here today. Lamborn was on his way to Cleveland. The aviator's home was in Los Angeles, Cal.

HARD FIGHT LOOMING IN RATE CASE

Justice for Columbia Ports Requires Solid Front; Opponents of Water Grade Join Forces.

Railroad Administration, Forgetting Economy Promises, Sends Experts to Help Opposition.

Portland's chief business next week will be the Columbia basin rate case hearing before Interstate Commerce Commissioners Hall, Daniels and Eastman.

The hearing begins Monday morning in room 203 of the Multnomah county courthouse.

Though this is a busy time for business men and shippers, many of them will drop their personal affairs entirely, if necessary, to offer their testimony supporting the justice of the great fight for recognition of the Columbia water grade.

EXTRA TAX NOW LEVIED

They realize that as long as the rail rate by way of the Columbia is the same as over the mountains to Puget Sound an extra tax will be laid upon every bushel of wheat that leaves the Inland Empire, upon every commodity that is brought into or taken from the Columbia basin and upon every article used by the people of the entire region.

The discrimination places a handicap upon the development of the Inland Empire and the growth of the ports of the Columbia, and those who have testimony bearing importantly on the issue will give it freely, knowing that now is the time when all who are interested in the future of the Oregon county must join forces and fight to a finish.

OPPONENTS ARE UNITED

Opponents of the Columbia basin cause are uniting for determined resistance against granting the petition of the Inland Empire and the ports of the Columbia.

The railroad administration, defendant in the action, is sending its best traffic experts to testify that the water grade rates should be maintained on a par with the rates of the northern mountain lines.

Although the testimony of these men appears time and again in connection with other actions, declaring that the cost of railroad transportation over the mountains is always greater than by way of "valley lines," they are coming here now to say that the cost of performing the transportation service should have no bearing on the rate charged for the service.

GOVERNMENT PROMISES FORGOTTEN

The fact that the railroad administration announced at the outset that the railroads would be treated as a group, that the shortest lines and easiest grades would be employed, that the laws of economy would be observed in the interests of efficiency, and that the burden of transportation cost upon the public would be made as light as possible, is apparently given no consideration by the experts who have come at public expense to attempt to defer justice to the people of the Columbia drainage area.

J. G. Woodworth, assistant to Regional Director Aishton of the railroad administration and vice president in charge of traffic of the Northern Pacific, has been in Portland several days actively aiding the attorneys who are to fight the Columbia basin rate case.

WASHINGTON COMMISSIONERS OPPOSED

L. E. Wetting of Chicago, general freight agent of the Northern Pacific and a statistical expert of noted ability, is here and has been observed in close conference with O. O. Calderhead, the rate expert of the Washington public service commission. The three members of the Washington commission, E. F. Blaine, Arthur A. Lewis and Frank R. Spinning, have been in Portland going carefully over the ground in their preparation to defend the interests of Puget Sound and ignore the Columbia basin portion of Easterin Washington.

Hance Cleland, assistant attorney general of Washington, has arrived in Portland and is expected to assume the active conduct of the case for the Washington commission.

Another of the railroad rate experts who has come to help defeat the Columbia basin petition is Charles Donnelly of the Nothern Pacific.

COMMISSIONERS ON WAY

Interstate Commerce Commissioners Hall, Daniels and Eastman are expected to arrive in Portland Sunday morning, coming from the south. They telegraphed the Portland Ad club Friday, accepting the club's invitation for luncheon at the Benson hotel next Wednesday noon. They will not, of course, discuss the rate case at that time.

$20,000,000 Estate Being Divided; Heirs Are Sought in U. S.

Dallas, Texas, July 19.—(I. N. S.)—Felix Voorhies, a Dallas mechanic, said to be a distant relative of Pope Benedict, was notified today that he has inherited a $1,500,000 share in an Italian estate that was left in trust with the Italian government in 1832.

Joseph McDonald, a hod carrier, of Lake Charles, La., also is said to be heir to $5,000,000 of the same property.

The estate is declared to be worth $20,000,000 and other heirs are being sought.

Airplane Will Be Used in Unique Race Against Time

Robert E. Smith, Director of War Loan Organization, to Make Speed on Trip to Alaska.

A pony express using a steed of the skies will leave San Francisco this afternoon and come by way of Portland in a spectacular race against time to transfer $500,000 in United States treasury certificates from the Twelfth Federal Reserve bank to Alaska.

Robert E. Smith, formerly manager of the Liberty loan organization for Oregon and now director of the war loan organization for the twelfth reserve district, is the express rider. He comes by airplane from San Francisco to Portland, will leave the plane here and proceed by fast motor boat to Kalama, and proceed thence by automobile to Seattle, where the package of treasury certificates will be placed aboard the ship for Alaska.

The leaving time at San Francisco is 5 o'clock today. He expects to arrive in Portland at 4 o'clock Sunday afternoon, having stopped at Redding over night and at Roseburg, his home city, for a few minutes to take on oil and gasoline. Arrangements for the motor boat and automobile are in charge of E. E. Edmunds, accounting officer of the Liberty loan organization for Oregon. Mr. Edmunds expects to get a boat which will make a new speed record for the run to Kalama. Mr. Edmunds received the following message this afternoon from director Smith:

"Am arranging for pony express by airplane, auto and motor boat, San Francisco to Seattle with half million dollars new treasury savings certificates to catch mail boat to Alaska. I return Seattle to Portland by rail. I will leave San Francisco by airplane late this afternoon and should arrive Portland about 4 o'clock tomorrow afternoon, when I go by motor boat and auto to Seattle."

WHO BOUGHT THE AUTOMOBILE TIRE

Ex-County Purchasing Agent May Explain Purchase Perturbing Office Holders.

Responsibility for the purchase with county funds of the mysterious fifth automobile tire laid at the door of County Commissioner Rufus C. Holman by County Auditor Sam Martin, knowledge of which was denied by Holman and later traced by Martin to the car of William Davis, business associate of the commissioner, had resolved itself at noon today into a matter of which would require an explanation from C. A. Nelson, former county purchasing agent.

Following Martin's discovery that the tire was on the car belonging to Davis, a deputy sheriff, on his statement that the tire belonged to the county, removed it from the car and brought it to the courthouse.

Martin stated that he did this to prevent it being lost and said that the whole matter would be laid before the grand jury on Monday morning.

COMES WITH CHECK

Later Commissioner Holman appeared at the courthouse with a cancelled check for $44.60, made out to C. A. Nelson, indorsed by Nelson and dated February 19, 1919, which was the day after the tire in question was bought. Holman said he found that amount charged against Davis in the books of their concern which would indicate, he said, that the tire had been purchased by Davis through Nelson. Holman said that today was the first time he had ever heard of the purchase of the tire.

Martin, on the other hand, said that the books of the county treasurer con-

(Concluded on Page Thirteen, Column Four)

Secretary Daniels Coming to Coast

Washington, July 19.—(U. P.)—Secretary Daniels said today he expects to leave Washington for the Pacific coast about August 1, arriving in San Diego August 6 to meet the Pacific fleet, which is due the morning of August 7. The president, it is understood, will arrange to be on the Pacific coast in mid-August and probably will review the fleet in San Francisco,

FLEET IS ON ITS WAY TO PACIFIC

Six of World's Most Powerful Dreadnoughts 23 Destroyers, Lead Grand Naval Procession.

First of Aggregation of 200 War Craft to Guard Coast Depart Unattended by Any Ceremony.

Newport News, Va., July 19.—(I. N. S.)—The proudest ships of the mighty fleet which henceforth will guard our Pacific shores sailed out of Hampton Roads today, bound on the long journey to home waters.

Six of the most powerful superdreadnoughts in the world, 23 destroyers and three supply ships formed the naval procession which left at full tide today under command of Admiral Hugh Rodman. But before the fleet passes through the Panama canal and begins moving northward in the Pacific probably 50 ships will be in line.

From every port on the Atlantic seaboard fighting craft of the American navy will meet up with the main fleet. Others will travel along and within six weeks or two months there will be massed along the California, Washington and Oregon coast line nearly 200 war craft of every description; a fleet which will remain permanently in these waters and provide absolute protection for every exposed spot along the Pacific coast.

No salvo of cannon from the shore batteries at Fortress Monroe marked the departure of the fleet today; no tumultuous farewell was blasted by harbor craft. There was, strangely enough, in the sailing away of the fleet a certain solemnity and grimness unusual for peace times.

Shortly before 8:30 a. m. the order for departure was flashed from ship to ship and at once there was feverish activity. Anchors were weighed; the crafts made shipshape for the long voyage.

Four destroyers, moving abreast, started out of the roadstead to the sea. When the New Mexico, flagship of the fleet, the greatest ship in the navy, per-

(Concluded on Page Two, Column One)

FRUIT MEN DECRY SHIPMENT RATES

Dealer Claims Undue Effort Made in New Tariff to Place Burden on Entire Industry.

With a review of the history of perishable freight shipments originating in the Northwest, and with sweeping objections to proposed widespread changes in the charges fruit and other freight have to bear, J. Curtis Robinson, traffic manager of the Northwest Fruit Exchange of Seattle, entered valuable testimony in the interstate commerce commission hearing on perishable freight tariffs late this morning.

Robinson, who presented a great collection of exhibits covering the past and present status of perishable freight rates, is one of the last witnesses for northwestern fruit growers and shippers in the case that is expected to cause the interstate commerce commission to prevent radical increases in freight costs proposed by the railroad administration for the benefit of the Pacific Fruit express and others.

That the hearing will be concluded this afternoon is the opinion of those conducting the case. Technical testimony on freight rate charges, including the expense of icing, heating and hauling perishable freight, such as fruit, will be submitted in scores of exhibits prepared by the several different persons and groups endeavoring to thwart the rail administration's new and radical tariff schedules.

The first witness for growers and

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THE SUNDAY JOURNAL

The Complete Home Newspaper of the Oregon Country.

What it offers you:

Constructive editorial comment.
All of the news from home and abroad.
Sports news from all fields.
Real estate and building news and reviews.
Competent chronicle of markets, finance and marine.
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News of the summer resorts and the great outdoors.
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Fraternal news and gossip.
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FIRST IN QUALITY FEATURES—SEE FOR YOURSELF TOMORROW