

FAVORABLE REPORT ON SOLDIERS' BILL ORDERED PREPARED

House Public Lands Committee Saturday Authorizes Chairman Sinnott to Prepare Report.

MINORITY IS TO OBJECT

At Least Four Members Are Expected to Join in Opposition to Majority View.

Washington, July 26.—(WASHINGTON BUREAU OF THE JOURNAL)—Chairman Sinnott of the house committee on public lands today was authorized to prepare a favorable report on the soldier land settlement bill which the committee has been considering ever since the special session began.

Only minor changes have been made in the measure from the form in which introduced. A minority report is expected in which at least four members of the committee will concur.

The principal objection probably will be that authority is segregated. Which soldier may select and receive assistance in purchasing is regarded not sufficiently specific.

The Republican steering committee will not be asked to press the measure before the August recess begins, but it practically has agreed to assist in securing consideration for it soon after.

Admiral Has Columbia Maps

Washington, July 26.—Admiral McKean, assistant chief of the naval operations, on the eve of his departure to join the Pacific fleet, held a final conference with the Oregon legislature before the Oregon legislature to ratify the woman suffrage amendment, and also sent wires to President Vinson of the state senate and Speaker Seymour Jones of the house, asking them to use their influence with the members to waive their pay and mileage so that the proposed extra session may be nearly costless.

Fruit Juice Bill Reported

Washington, July 26.—The house means and ways committee by almost unanimous vote has ordered a report on the Hawley fruit juice bill, reducing the tax on the loganberry product to two cents per gallon. This and several other bills are to be pressed for early consideration.

McArthur Goes to Boston

Washington, July 26.—Representative McArthur, with other members of the special committee recently appointed, leaves tonight for Boston to confer with officials of that city and the state of Massachusetts on plans for celebration of the three hundredth anniversary of the landing of the Pilgrims next year. Plymouth Rock will be visited tomorrow.

Mining Bill Favored

Washington, July 26.—The house committee on mining today authorized a favorable report on the Hawley bill to suspend the requirement for assessment work on mining claims during the present calendar year.

PLANE'S BUCK AIR WAVES TO LEWIS

(Continued From Page One)

In good time. The planes took to the air from a bumpy pasture and the arms of Puget Sound were soon sighted, with Olympia off to the left. From a height of 400 feet Camp Lewis had the appearance as did Portland in one of the city charts in the old family atlas.

Sergeant McKee had a peculiar habit of looking over the side at one of the wires that did a good deal of trembling, at least it seemed that the more he looked at that wire the more it seemed to tremble. When we were over Camp Lewis we went down 4000 feet—straight down. It must have been. Something told me that everything I held dear was coming up at my throat and that this was the end. A moment later we came to a gentle and serene landing.

Mae Norton bravely, in spite of illness during the first lap of the journey, insisted upon being allowed to finish.

Chehalis, Wash., July 26.—After bucking strong head winds and riding through the roughest air encountered since leaving Mather field, the two army planes bound from Portland to Camp Lewis landed on the flying field south of Chehalis, to have the tanks refilled before continuing.

The plane, carrying Lieutenant Kiel and Mae Norton, was often lost from view among the white islands north of Vancouver, and Sergeant McKee had trouble enough guiding the plane which carried the Journal correspondent through the "pockets" and "humps."

The trip of 84 miles from Portland to Chehalis took 1 hour and 35 minutes. Miss Norton was taken ill on the way and may not continue to Camp Lewis.

There is one SAFE PLACE to buy your piano.

Get our selling plan. We sell standard pianos.

Lipman Wolfe & Co. Merchants of Music Only

Charts Show Relative Service Costs of Mountain and Water Grade Lines

Comparative charts submitted by J. F. Newell, consulting engineer of the Oregon public service commission, to show relative service costs of mountain and water grade lines:

O-W-R & N.		74%	
Direct cost	Indirect cost	\$ 2,362,551	26%
Totals		\$12,690,938	
DIRECT COST			
Operating expenses	Freight	\$ 5,444,232	\$2,162,287
Interest	Passenger	684,211	266,785
Taxes		524,490	216,226
Totals		\$ 6,648,933	\$3,645,308
INDIRECT COST			
Operating expenses		\$ 879,551	\$ 304,748
Interest		1,665,162	653,182
Totals		\$ 2,544,713	\$ 957,930
DIRECT FREIGHT COST			
Operating expenses	Terminal	\$ 1,778,885	\$1,153,231
Interest	Distance	1,450,939	\$2,121,666
Taxes		387,822	152,808
Totals		\$ 3,617,646	\$3,427,705
RESISTANCE			
Operating expenses	Terminal	\$ 1,778,885	\$1,153,231
Interest	Distance	1,450,939	\$2,121,666
Taxes		387,822	152,808
Totals		\$ 3,617,646	\$3,427,705

NORTHERN PACIFIC		71%	
Direct cost	Indirect cost	\$17,026,079	71%
Totals		\$24,082,848	28%
DIRECT COST			
Operating expenses	Freight	\$ 4,444,087	\$3,723,846
Interest	Passenger	1,450,939	1,266,785
Taxes		1,411,000	496,259
Totals		\$ 7,306,026	\$4,726,890
INDIRECT COST			
Operating expenses		\$ 1,326,770	\$ 592,107
Interest		5,676,327	1,631,559
Totals		\$ 7,009,097	\$2,223,666
DIRECT FREIGHT COST			
Operating expenses	Terminal	\$ 3,942,119	\$2,153,231
Interest	Distance	849,542	484,637
Taxes		629,000	261,000
Totals		\$ 5,410,661	\$3,098,868
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Contrasts in Distance Made Clear

Contrasts in distance from the Inland Empire to Puget Sound and to Portland shown in Columbia basin rate hearing:

Pendleton to	Actual Mileage	Equivalent Mileage	Resistance Mileage
Portland	218	630	461
	218	630	461

In favor of Portland..... \$ 6 237 185

Equivalent mileage means the number of straight level miles equal to the actual mileage in general operating conditions.

Resistance mileage means the number of straight level miles equal in resistance to a road with grades and curves. It will be noticed that from Pendleton to Portland, because of the down grade, the resistance mileage is less than the actual mileage.

MOUNTAIN HAUL MORE EXPENSIVE

(Continued From Page One)

Freight can be hauled by way of the water grade at a "road cost" less to Portland than to Puget Sound. By "road cost" he meant the cost of moving the freight between point of shipment and terminal.

In a much smaller area around North Yakima, Ellensburg and Wenatchee, he showed that the "road cost" favors Seattle. The zone is contrasted by the costs of mountain transportation.

Under the questioning of Assistant Attorney General J. O. Bailey, Engineer Newell brought out one conclusive fact after another showing that the railroads cannot base upon the operating cost their assertion that parity rates to Puget Sound and Portland from the interior are fair.

For instance, the difference in actual mileage from Pendleton to Portland, or Tacoma is 86 miles in favor of Portland. The rate is the same for the longer as for the shorter distance.

When the two lines are reduced to "equivalent mileage," that is, in terms of straight level track, the distance in favor of Portland is 195 miles for westbound traffic, and 137 miles for eastbound traffic.

Measured in terms of resistance offered by curves and grades, the distance is 275 miles in Portland's favor for westbound traffic and 174 miles in Portland's favor for eastbound traffic.

GRADES ARE COMPOSED
The maximum grade of the Northern Pacific in crossing the mountains is 2.2 per cent, of the C. M. & St. P. 2.2 per cent and of the Great Northern 2.2 per cent. The maximum grade of the S. P. & S. between Portland and Pasco is 2 of 1 per cent, or one eleventh of the grade of the northern lines. The maximum grade of the O-W-R & N. between Portland and Ayer Junction is 3/4 of 1 per cent, less than one fourth of the grade of the northern lines.

The steepest grade on the S. P. & S. between Portland and Spokane is 4 of 1 per cent, and on the O-W-R & N., between the same points, 4 of 1 per cent. It is the water grade that makes the difference in the steep pitches of the mountain lines and the nearly level stretches of the Columbia river routes.

CHARTS SHOW DIFFERENCE
Charts offered by Mr. Newell gave graphic distinction to the differences in operating conditions between the mountain and water level lines and added to the difficulty of understanding how, with such differences in operating costs, serious defense could be made of equal rates.

Questions asked by Chairman Henry Clay Hall of division No. 3 of the interstate commerce commission, which is sitting on the Columbia basin rate hearing, brought from Frank W. Robinson, traffic manager of the O-W-R & N., as witness, at the conclusion of the Warrenton rate hearing, Saturday afternoon, the fact that his company takes cannot goods to Ilwaco on the Washington shore near the mouth of the Columbia, hauls the freight in a narrow gauge railroad to Megler, transfers it to a boat, carries it by boat to Portland, leases it into cars on the main line in Portland and carries it east, all for the same rate as the S. P. & S. charges for a direct haul east without transfer from Warrenton. Though it applied to business of relatively small volume, it was the most striking example of competitive rate making between railroads brought out during the hearing.

—Adv.

ELKS ENTERTAIN INJURED VETERANS IN U. S. HOSPITAL

Members of Lodge From Portland and Seattle Visit Men Recuperating in California.

FIGHTERS TO BE ASSISTED

Plans Being Made to Find Places for Battle Maimed Soldiers in Business Walks of Life.

Representatives of the Soldiers' Friend committee of the Portland and Seattle lodges of the Elks returned to their homes Saturday after having visited the Letterman general hospital, United States army, at San Francisco. The Portland delegation was made up of Julius J. Berg, exalted ruler; Dr. Ben L. Norden and George O. Brandenburg, chairman of the Oregon State Elks' association "dep" committee.

Soldiers' friend committees have been appointed throughout the United States to work in conjunction with the federal board for vocational education in placing before the returned soldiers all available material for their return to civil life.

"We visited the Letterman general hospital, which has more than 1500 sick and wounded soldiers," said Mr. Brandenburg last night, "and it was with the idea of getting in close touch with them and explaining the benefits that may be derived from the vocational education that has been proposed by the government through the assistance of the Elks. When we arrived in San Francisco and looked over the situation we found that nothing had been done to enlighten them on the matter, and of the 1500 patients in the hospital, only 150 were in such physical condition that they could be taken outdoors for a ride.

"Through the public press we asked for 50 automobiles to assist us in our work, and would you believe it, only seven machines turned up to take out those 150 battle-scarred veterans. It was a shame, to say the least, but it didn't take Portland and Seattle live wires very long to act, and act quickly. We hired machines and the boys were given their ride, followed by a 'feed' at the Palace hotel. It would have done your heart good to see those boys, many without arms, some without legs, and all wounded in a serious degree, enjoying themselves in the open air. They told us that it was the first time they have been treated so royally. All the injured Oregon and Washington boys of the famous Ninety-first division were down there, and that largely was why Portland and Seattle joined in going to San Francisco."

The Portland lodge's soldiers' friend committee is made up of Frank H. Longstrech (chairman), George B. Thomas, C. I. Boss, Earl K. Goodwin and George O. Brandenburg, and a report of their work will be made at the next meeting of the lodge called for next Thursday night. During July and August but one regular meeting of the lodge is called, but because of the annual Oregon State Elks' association convention at Klamath Falls, August 14, 15 and 16, a special session was authorized by Julius J. Berg, exalted ruler.

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League of Nations Overwhelmingly in Favor With Soldiers

When even the soldiers will go back on 'em, where will the light wines and beer get off?

Prohibition, while not increasing its lead any, is still favored by the majority of the discharged soldiers who cast straw ballots in the voting being conducted at the army recruiting station at Third and Oak streets. The League of Nations, universal military service and woman suffrage are overwhelming favorites, while prohibition stands 522 for and 519 against.

Results of the balloting carried on at Bend arrived at the recruiting station here Saturday afternoon, and show prohibition losing by two votes to one, an even vote on the League of Nations and a two to one vote in favor of woman suffrage.

The total votes cast for the week are as follows:

	For	Against
National prohibition	532	519
Universal military service	760	222
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Man Hit by Fender

C. E. Denmore, 880 1/2 Belmont street, son of E. E. Denmore, took friends home in his father's car yesterday evening. Along Fourth street he speeded up a bit. Neils Fredericksen, an elderly Danish laborer, hesitated a moment on the platform of a northbound Southern Pacific train creeping along Fourth street. He was undecided whether to

jump off or stay on. He jumped off, directly in front of the Denmore motor car. Young Denmore hurriedly applied the brakes. But the car, according to Patrolman Nelson, who saw the accident, skidded 60 feet. Fredericksen was struck by a fender. His face was bruised and he was otherwise injured. He was taken to the emergency hospital.

Car Strikes Woman

Mrs. N. J. Benson, 452 North Twenty-second street, was struck by a motor car and injured slightly, at Park and Washington streets at 8:30 o'clock Saturday night. She was taken to St. Vincent's hospital. The motor car was identified as bearing license number 4342. According to traffic division records this number belongs to L. E. Kent, 319 East Thirty-eighth street.

ADOPTION OF PEACE TREATY IS EXPECTED

(Continued From Page One)

a letter sent to Senator Lodge, chairman of the foreign relations committee, that as soon as he can compile the information from the great mass of papers he brought from Paris, he will send to the committee some of the data for which the committee has asked by resolution.

Following is the text of the letter: "My Dear Sir:—In response to your letter of July 22, requesting me on behalf of the committee on foreign relations to send to the committee the agreement referred to in article 237 of the treaty with Germany, in the

event that such an agreement has been determined upon by the allies and associated governments, I would say that so far as I know, that such an agreement has not yet been reached.

"I recollect that an attempt was being made to reach such an agreement but I have not yet learned of such an agreement being arrived at.

"May I not add, with regard to other requests I have received from the committee for papers and information of various sorts, that I was not able to bring from Paris a complete file of papers. I brought with me only those which happened to be on hand when I left France. They alone constitute a considerable mass of papers and I have been going through them as rapidly as the time and my engagements permitted, and must beg the committee's indulgence in delay in informing them which I can supply them with.

"Very sincerely yours," "WOODROW WILSON."

EXPLANATION OF ARTICLE

Article 237, which is referred to in the president's letter and in the committee's request, relates to the arrangement for the payment by Germany of the amount of reparation fixed at 20,000,000,000 gold marks.

EXCITED DRIVERS OF AUTO SERIOUSLY HURT MAN AT HILLSDALE

J. Denley Tries to Cross Road and Husband Attempts to Help Wife Steer Car.

Because Mr. and Mrs. Fred R. Vance of Salem couldn't quite decide, it is said, who was to drive their motor car, J. Denley, an elderly householder of Hillsdale, near Multnomah, was seriously injured early Saturday evening.

Mrs. Vance was driving the car along the Pacific highway. Denley tried to cross the road, leading a cow and a calf. Vance tried to seize the wheel from his wife. Both, it is understood, became excited and clutched at the wheel. The car swerved and Denley was struck.

He was taken to the Good Samaritan hospital. His condition is critical.

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Man Suspected of Robbery Arrested

Kansas City, Mo., July 26.—(I. N. S.)—Edward W. Tullian, 24, was arrested at the Westgate hotel late this afternoon, suspected of being the bandit who held up and robbed a messenger for the Customs State bank in Chicago last Tuesday afternoon and escaped with about \$40,000. Tullian is also known to the police under the name of Frank Kurk. He has denied any knowledge of the robbery.

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