LIFE ON U-BOAT TRIES SOULS OF **OCEAN TRAVELERS**

Pitching and Tossing of Small Craft Make Things Lively for Those Who Are Aboard

LOCAL MAN MAKES

Captured German Undersea Boat Gives Unique Experience to Passenger on Recent Voyage.

By James S. Sheehy, Of The Journal, Who Cruised in the U-88 from "Close the forward hatch, store away the mess table, make all lines

The U-88 was on her way to sea. She had glided easily and gracefully from Portland to Astoria. She left the Rose City harbor Monday at 6:20 a. m., accompanied by the U. S. S. Bittern, minesweeper. Astoria was reached at 2:10 the same afternoon. We were on our way to Seattle in a captured German submarine. That alone was unique.

You must really take a voyage on board one of these undersea divers to realize the life the crew leads. The slim death-dealers, heavy and compact, are at the mercy of the sea. We knew that before we started our cruise but little did we dream of the tossing that was in store for us on the open waters

CRAFT TOSSED ABOUT Opposite North Head light the fun Heavy ground swells seemed to rise out of the ocean and meet us. They slapped the steel sides of the J-boat, they washed her decks, they swept her time and again from bow to the engine room hatch. On the con-ning tower bridge eight of us were gathered, including the helmsman and Lieutenant Commander Nielson. Up and down from bow to stern, from port to starboard, we lurched and lunged as nose of the former Hun merchantship hunter plowed through the seas. Now and then she groaned, occasionally black smoke belched forth from the two exhausts of the 500 horsepower Diesel engines. At times there was a lull in waters-then the renewed rocking fore and aft, side to side listing that sends many sailors to the rail in sea-

Below, in the torpedo room all was a haze of cigarette smoke. BLUE IS RIGHT!

mbearable during a 10 or 15-day cruise in a rough sea, there was none to doubt

"Think of the stench, the odor and U'REN EXPLAINS MEASURE discomfiture of spending 10 days in this walled prison—hatches all closed tight, boat pitching and tossing as if mad, water rancid, food low, men unshaved and unwashed—it's a very hell," he said. And, after we had eaten an inch-thick pest steak and tasted coffee with hard-y elbow room to allow passing a fork m plate to mouth, we could know the gonles of an extended trip on a sub-narine. Truly, this demon of the seas

Born in the shops of a devil, Designed by the brains of a fiend, Filled with acid and crude oil, And christened a submarine. BUNKS WELL PATRONIZED

Submarine sailors are nonetheless backward than their brothers of the sea in spending much of their time in their bunks. Seemed as if every spare min-uie the gobs had aboard the UB-88 they wide bunks. Noise, chatting of ers-by, tossing of the sub made litslept during the day and night and seemed to like it. Lendon or the English channel never

experienced such a fog as the UB-88 en-countered opposite Vancouver island early Tuesday. The forward hatch was not visible from the conning tower. For three hours we laid quiet in the open waters while the mouning wail of our siren warned approaching vessels of our position. Even the powerful search-light of the Bittern, lying but 100 yards to our starboard, was barely visible from the conning tower of the UB-88. SEATTLE REACHED SAFELY

Tuesday night at 9 o'clock saw us eration of Labor. fely moored in Seattle harbor, there remain four days prior to leaving for voyage to San Pedro within the next Mrs. L. Gee, representing the garment

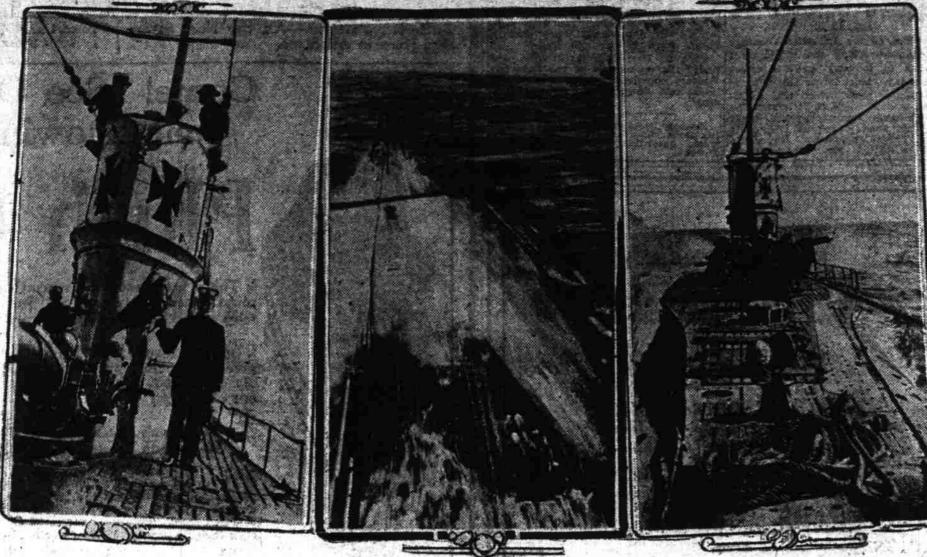
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German underseas diver carries Journal reporter on thrilling voyage from Portland to Seattle. Left-Group in the conning tower of war time raider. Center-Racing through smooth seas, even as in war days. Right-Glimpse of trim deck of German submarine U-88.

made at Mare island, where a thorough made at Mare Island, where a thorough inspection will be given to the undersea fighter. It is the hope of the crew that she may be submerged on a trial dive. Then she will go the way of the scrap heap, ending her record of having sent 16 allied merchant ships to the bottom of the English channel. She will have traveled close to 15,000 miles under control of American seamen since her surrender with the other vessels of the German navy some weeks after the signing of the armistice.

haps 18 months of oversea service in the Dill explained the Plumb plan of rail-American navy swapped stories of their road control. The next day when the L. Gee and Frank Curtis, Portland. Fraexpected fight on it was called the in- ternal delegates to Farmers' union condorsement of the measure was almost

they had about a third of the delegates at the most.

to work" measure at the request of the by the national government; asking for last session of the State Federation of the repeal of all laws interfering with Labor, explained its provisions from a free speech and free press; for the offilegal point of view.

cers of the federation to investigate and J. R. Herman, manager of the Oregon report upon the proposed state fire in-Single Tax league, explained that he surance; that women whose husbands wanted the forces of organized labor in are able to support them should not Oregon to take up the work of securing work at gainful occupations. the remainder of the signatures necessary to secure the single tax measure a place on the ballot.

Mrs. Enore Wigmore, fraternal delegate from the Farmers' union, presented the attitude of the farmer toward some of the demands of labor. She warned organized labor to not indorse the demand for the freedom of Ireland. The following day the freedom of Ireland resolution was adopted. Mrs. Wigmore assured the delegates that the were tucked in the blankets in their 22 farmers would not stand for any six hour day stuff, and might go on as strike of their own if the workingmen le difference—officers and crew alike tried to get away with it. A resolution, however, was passed before the close of the session indorsing the six hour day. The banquet given by the unions and business men of Bend Thursday night

was a most enjoyable affair, and was attended by Mayor J. A. Eastes and many city and county officials. STATE OFFICIALS PRESENT

Among the prominent persons attend-ing the convention were O. P. Hoff, state treasurer, who has attended every session for more than 17 years; W. H. Fitzgerald, deputy state labor commissioner at one time president of the State Fed-A. Dalziel, state deputy sealer of

weights and measures; ex-Congressman merton navy-yard. Crew and offi- C. C. Dill of Washington; W. S. U'Ren,

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week. On the way down a stop will be workers, made several strong and witty The selection of La Grande as the meeting place for the state federation in 1920 was made, Pendleton and Astoria

being competitors. The gavel was swung ably by President Q. R. Hartwig. E. J. Stack, sec retary for the past seven years, posi-tively refused to accept a renomina-tion. Frank C. Simmons of Portland assisted him in the desk work during the sessions.

The following nominations were made: President, Otto Hartwig, Portland, and A. H. Stuart, Portland : vice president, Frank Hannan, Portland, and D. E. Nickerson, Portland; secretary-treas-urer, R. F. Geist, Portland, and W. E. Kimsey of Portland. Executive board-Arthur Brock, W. R. McWade, A. H. Stein and M. Prove of Portland; C. L. Utter, Astoria; G. H. Baker, Bend; George Dunmeyer, Oregon City: R. J. Cotner, La Grande; Sandy McLean, Pendleton, Fraternal delegates in the Washington State Federation of Labor convention-Jack Rosen, Astoria; Mrs. vention-O. E. Hibbs, Portland; Alex for as blue as a summer sky it becomes with the smoke of cigarettes pent up in the underwater prison.

Space is at a premium on a submarmbearable during a 10 or 15-day cruise

The "Red" element hit the floor hard convention—E. J. Shorter working here a luncheon in their honor was given by the Pacific Aero club. Thus total valuation, \$15,200, and tassing to \$5000, total valuation, \$15,200, and tassing total valuation, \$15,200, and tassing total valuation, \$15,200, and tassing to \$5000, total valuation, \$15,200, and tassing tota Manning, Pendleton, and F. E. Coulter, even to six a day; self determination of Ireland: eight hour day for city firemen; asking for a deputy labor commissioner at Astoria; indors-W. S. U'Ren, who drew up the "right ing the Plumb plan of railroad control

(Continued From Page One)

thorough inspection of each machine. CONTROL STATIONS NAMED

Binghamton, Rochester, Buffalo Cleveland, Bryan, Chicago, Rock Island, Des Moines, Omaha, St. Paul, Nebr. North Platte, Sydney, Cheyenne, Rawlins, Green River, Salt Lake City, Salduro, Battle Mountain, Reno and Sacra-

mento,
While the competitors are required to cross the continent again to complete the contest, the ocean-to-ocean flight was generally regarded in aerial circles tonight as a race in Itseif. Official announcement was made in Washington that the second flight would not be made before October 20, so that the planes may be thoroughly overhauled and the landing fields cleared of the

MAYNARD GIVES ACCOUNT

OF DASH THROUGH AIR San Francisco, Oct. 11. - (U. P.) -Belvin W. Maynard, a Baptist preacher, flew into the hall of fame today when he sped across San Francisco bay and alighted at the Presidio. "sky pilot" had completed a

record dash across the country from Mineola to the Presidio in the flying time of 24 hours 59 minutes and 48½ seconds. He averaged 105½ miles an hour in the 21 flights into which the distance of 2701 miles was subdivided. Of the 69 flyers that hopped off from Mineola and San Francisco on October S. Lieutenant Mayney was the first to 8, Lieutenant Maynard was the first to complete the transcontinental journey. "I'm all ready to start back tomorrow if they want me to," said Maynard. DOG WAS A PASSENGER

His face was covered with grime and he was perspiring profusely under the hot sun that glowed down on the Presidio grounds. About him frisked "Trixie," the T-months-old German police dog that made the trip with Maynard. Sergeant M. E. Cline, the parson's companion, whose aid helped greatly in the successful flight, beamed with pleasure as a crowd of 500 massed about Maynard on the field.

Describing his remarkable race, Maynard made the following exclusive statement to the United Press:

"I attribute the success of our flight to the Liberty motor. It certainly has proved itself. His face was covered with grime and

spark plugs after we left Chicago. We

ran almost wide open most of the way. "Although we had plenty of time at night for sleep, Cline and I didn't sleep much, owing to the excited state of our minds. We are still unable to hear well because of the fact that we have for nours listened to the loud and continual frome of our motor.

"We reached 13,000 feet crossing Lake lahoe today, which was the highest altitude we made. It was intensely cold at

"Most of the time we flew at 1500 feet, where we averaged almost 120 miles an hour. The only piece of bad luck we had on the whole trip was breaking the radiator at Cheyenne, which delayed us vesterday half a day.
"Crossing the Sierra mountains was

ran into the low lying smoky fog, covering the San Francisco district.
"We went south of our course in

peninsula we picked up the city imme-

diately. "Except for being unusually tired and slightly deaf, neither Cline nor I are a bit the worse for the trip." Maynard's home town is Kerr. N. C. His wife and two little daughters now

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Major General Menoher, air service director U. S. A.; Colonel H. H. Arnold, air service director, western department; Colonel Edmund Wittenmyer, chief of staff western department, representing General Liggett; Supervisor J. C. Kortick, chairman of the air port committee, and Edmund Rainey, repre-senting Mayor Rolph, and S. S. Bibbere, secretary of the Aero club. This

club will entertain all the aviators as they arrive. When asked about the plans for con tinuing the race, General Menoher said the matter is in the hands of General Mitchell in Washington.
"Because I have been out of touch

the worst part of our trip, although I with the race in my inspection trip had visions of being stranded when we across the country I'm leaving the air race plans to Brigadier General Mit-"I have instructed Colonel Arnold to crossing the bay, but after reaching the hold all racers here until he receives

word from Washington." Aviators who flew with Maynard in France gave him the keys of the city tonight. He planned to retire early.

Dr. H. F. Ong, Whose Apartments Housewives Investigate, Says Profiteer Hunt Politics.

REPORT TO U. S. ATTORNEY

Landlord Who Said, "Glad I've Got 'em at My Mercy," Faced With Federal Probe.

All the evidence in the case of the women of Portland vs. Dr. H. F. Ong. landlord, who is said to have boasted he had his tenants at his mercy. an array of facts and figures dug up by careful investigation and interviews with many tenants, has been presented officially to Thomas G. price committee, for transmission to Bert E. Haney, United States district

. It is left for the district attorney to take action if he finds it necessary. Account of an interview with Dr. Ong by Portland housewives representing the Housewives' council, was published in The Journal some weeks ago. LANDLORD: "LET 'EM MOVE"

"It serves them right," he is reported to have said in reference to tenants who claimed overcharging. "Several years ago they had me at their mercy; now they are at mine. If they don't like it,

Mrs. Henry Cave was chairman of the committee that investigated the Rexford apartments, 345 Clay street, owned by Dr. Ong, and found the conditions outlined in her report, which reads. HERE'S THE REPORT

"The Rexford apartment house is on the northwest-corner of Broadway and Clay streets. It is a two-story brick building, without basement. "The building permit was issued December 6, 1915, at a valuation of \$20, 000. The structure was erected slowly and was occupied about the middle of

the summer of 1916. "I find that in 1914 the lots now occupied by this apartment house con-tained only old store buildings which were assessed that year at a valuation of \$150. The total assessed valuation of buildings and lots was \$10,550. Taxes for 1914 were \$243.71.

WATCH VALUES CLIMB "In-1916 the erection of new buildings France gave him the keys of the city tonight. He planned to retire early.

Maynard and Cline took their honors in a most unassuming manner.

Maynard and cline took their honors in a most unassuming manner.

Maynard is a Liberty motor expert, ment advanced the valuation to \$5000,

"Other unfurnished apartments in the house rent for \$40 for the bare room. The committee for investigation of apartment houses found just one apartment that rented for \$35 a month. The woman occupying it had been there three years. Her rent was raised June 18, 1919, from \$22.50 to \$25. Later it was alsed to \$30 and, in September, 1919, BUNDLE THEIR GARBAGE

"Tenants are required to wrap their garbage in newspapers and tie the bun-dles. These are conveyed in a chute to an incinerator by which the 'hot' water is slightly warmed night and

"The committee called on Dr. Ong and inquired the reason for the sharp in-crease in rents in his apartment house and explained to him that his tenants were complaining that rents were too "His reply was that his tenants were a bunch of cattle' and that they were

living in a better place than they de-served. If they did not feel they could afford the rent they were free to move. ping board vessel Delight. Farrell, chairman of the federal fair He said also that the depreciation in value of his property made high rents necessary, that he lost money on his investment and that now he is going

ette, about three feet by six feet. There is a gas range furnished in this room. A fused to give any information unless wall bed is furnished in the living room, subpensed to do so. The committee consisting of bare springs and legs, without mattress or bedding. CHARGES \$40 A NONTH

"Some apartments are furnished with the following articles: One rug, one chiffenier. Apartments thus furnished entifonier. Apartments thus furnished rent for \$40 a month. The tenant furnished sishes, cooking utensils, linens, mattress and bedding.

"Other unfurnished apartments."

J. Ham I

Polk Are Candidates For Italian Post

Washington, Oct. 11 .- (U. P.) -- Under Secretary of State Frank P. Polk and former Senator James Hamilton Lewis are leading candidates for the vacant post of ambassador to Italy, according to information in well-informed circles

Henry P. Fletcher, ambassador to Mexico, who has been mentioned for the post, will return to Mexico City, it is

Stevedores Won't Load Rifles Seattle, Oct. 11 .- (U. P.) -- Further delay in the shipment of five carloads of rifles destined for Vladivostok, Siberia, was occasioned this morning when union longshoremen failed to report to load the

Having trouble with those false teeth of yours? Dr. E. C. Rossman, plate specialist, in the Journal bldg., can make better ones for you.—(Adv.)



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