

# AMERICAN ADVISOR TO CHINESE PEACE DELEGATION HERE

Thomas Millard Declares Shantung Controversy Has United China as Never Before.

Back from Paris where for five months he acted as American advisor to the Chinese peace conference delegation, Thomas F. F. Millard, correspondent and writer on Far Eastern topics, is visiting his brother in Portland today. He will leave San Francisco February 19 for Shanghai, where he publishes two newspapers.

Millard, through 20 years' residence and active participation in Far Eastern development, is well informed on Chinese politics and commerce. He declares that never before has there been such patriotism and such a spirit of wideawakeness there as now. These, he believes, are results of the peace conference and the Shantung controversy.

**GIVES WILSON CREDIT**  
President Wilson, he thanks for the new Chinese awakening, although he is opposed to Wilson's policies. "Wilson's attitude on Shantung during the peace conference aroused the Chinese to a great spirit of patriotism," Millard says. "But it had a good effect. Never better than now were opportunities for American investment and development in the Far East."

Secretary of State Lansing's resignation from the cabinet Millard brands as "another Wilson mistake."

Millard years ago was Sunday editor of the New York Herald. Then he became a war correspondent, and for Scribner's Magazine, the New York Herald, New York World, London Daily Mail and other newspapers "covered" the Greco-Turkish War, Spanish-American wars, the Boxer uprising in China and the Russo-Japanese war.

**INTERESTED IN FAR EAST**  
It was while reporting for Scribner's and the London Daily Mail that Millard became interested in the Far East. For seven or eight years he studied conditions there, and as a result published several books. Later he moved to Shanghai, and established the Chinese Press, a daily newspaper, and Millard's Review, a weekly.

Books he has written are: The New Far East, America and the Far Eastern Question, and Our Eastern Question. He came to Portland from San Francisco to visit his brother, H. S. Millard, whom he had not seen for 15 years. H. S. Millard is manager of the J. C. Penny store at The Dalles, and will be assistant manager of the J. C. Penny store to be established in Portland sometime during April.

**PARTISANSHIP ENTERS INTO FREAR'S REPORT**  
can finished airplane lumber was better than Canadian. Pendleton, an American, who served Canada free, replied that Canadian spruce was far superior to any other.

Pendleton is confirmed by Dant, leading lumber exporter of this country, who handled great quantities and

## SEES BROTHER FIRST TIME IN MANY YEARS



Thomas F. F. Millard

quoted a French representative to the effect that 85 per cent of the American product was wasted in Disque's earlier operations by improper cutting. Practically the same reasons were given by Pendleton.

"The report declares logging and sawmill interests of the Northwest had a capacity of 2,000,000,000 feet, while the normal Canadian cut was only 10 per cent as much, which is cited as showing 'what could have been accomplished in this country in 1918 with ordinary facilities directed by existing lumber agencies.'"

**SLIGHT NOT SELFISH**  
Praising the work of Colonel George H. Kelly, who is described as a "practical man, like Pendleton in Canada," it is stated that within one year Kelly in France built up from nothing to 50,000,000 feet per month. "The record of two practical American lumbermen in France and Canada shows what might have been done by us but was not," is Frear's comment.

Reviewing early history of spruce operations, Major Charles R. Sligh, who was soon dismissed, is commended as a "conscientious hard working official," but handicapped by selfish interests. Russell Hawkins was first proposed to take charge, the report states, but Disque was suddenly sent from Washington.

The report recites that Disque relieved Hawkins at Portland and Major Leadbetter relieved Sligh at Washington as liaison officer, and continues:  
**LEADBETTER FRIENDSHIP**  
"Disque disclaimed any connection with Leadbetter prior to the latter's appointment, but subsequent correspondence and a telegram show that they were intimate and that Leadbetter was used to further schemes thereafter carried into force."

Disque is arraigned for inexperience as apparently not knowing the difference between spruce and fir with no record beyond handling Filipinos in Manila and convicts in Michigan when scores of able lumbermen could have been named like Kelly, Pendleton and Hawkins.

Frear next discussed "Disque's army" of soldier loggers, contrasting their civilian pay with pay received by other soldiers, estimating "total illegal payment of \$4,500,000."

The report then says:  
"We are of the opinion that the secretary of war and other high officials of the war department who were instrumental in making this unlawful ex-

penditure of public funds should be held strictly accountable therefor."  
**SAYS DISQUE AMBITIOUS**

"Colonel Kelly was using soldiers for lumbering in the Voges mountains in six feet of snow and zero weather at \$1 per day. Men at lumber camps near the front were under fire and occasionally killed, but back in Oregon and Washington, 6000 miles from the front, Colonel Disque, modern soldier of fortune, set up an automatic military establishment that rivaled anything ever possessed by any European or Asiatic potentate."

Disque is quoted as testifying that had he been given proper rank he would have been major general, and the report declares the most persuasive argument advanced for his army was his inordinate ambition to wear three stars.

"Director Ryan promised to Disque a brigadier generalship," Frear continues, "and Disque's pompous military surroundings in the Yeon building headquarters, so dear to a man who had been 19 years in gilding to captaincy, in part explains what was humorously known as the coast as 'Disque's army of the Yeon.'"

**WEST DISQUE'S FRIEND**  
Considerable space is devoted to Disque's efforts to secure greater power for action. It is narrated that former Governor West became a vigorous supporter of Disque's ambitions and "at Washington was an effective aid in interfering with the secretary of the air service officials and others who might clear the way."

"West was a partner of McCulloch," the report continues, "who in turn was attorney for the Warren Spruce corporation that had cost plus contracts with the government."

"Lieutenant Kerrigan says of this partnership, 'We will be able to prove that West and McCulloch told Disque they would give him any rights and unlimited power, and they in return were awarded contracts for the Warren Construction company.'"

**PLANNED TO GIVE MEDALS**  
"West and others pulled strings for Disque, who worked every agency while at Portland until he secured unlimited authority. With government millions at his command, power to control labor and priorities, with assumed power to commandeer timber, mills and private business generally, however distantly connected with spruce, with a large army of soldiers and a staff of sycophants surrounding him, the situation was unique in American affairs, though disheartening in delay in spruce production."

Disque is alleged to have spent \$47,000 in publicity. Early ending of the war is declared to have frustrated a design of Disque to confer distinguished service medals on his twenty gallant warriors stationed at palatial Portland headquarters.

The report declared enough spruce and fir was produced during each of several years before Disque tried to learn the lumber business to build from 50,000 to 100,000 airplanes each year if facilities had been coordinated as they were in France and Canada.

**HITCOCK A DOORKEEPER**  
Disque is charged with illegally signing contracts aggregating \$33,000,000, because they were not approved by superior officers.

"Riving was a short-lived experiment that would never have been undertaken by any experienced lumberman," is the conclusion concerning that work. Disque is declared to have rebuffed and ignored reputable lumbermen, and this follows:  
"Major Hitchcock, Disque's aide, was represented as an arrogant doorkeeper, according to testimony of reputable witnesses, and Lightner, Goodyear, Polson and other large loggers were unable to get audience with the commander of the army of the Yeon."

More than \$20,000,000 is declared to have been wasted in production of aircraft lumber. Disque's cost plus contracts are declared in keeping with spruce railways which are said to cost \$9,845,000, and are sweepingly condemned as squandering money.

**DENOUNCES RAILWAYS**  
Three of these enterprises are at-

lacked in detail, the Newport line, Blodgett roads and Siems-Carew road. Disque is alleged to have shown ignorance of the fact that the Siems-Carew road is a logging road in Oregon. Lea asserts that much of the criticism arose from jealousy of a disgruntled faction of the loggers' association, and he concludes that their plea of defending the government's interests "was made a cloak for selfish ends."

"It will be apparent to any impartial person who reads evidence that if officials wanted to get spruce lumber in Oregon, all that was necessary, and the only thing of public interest, was to extend logging road directly north from Toledo into the Siletz basin."

More significant, says the Frear report, is the Blodgett road, of which it is said:  
"This timber tract, bought by Disque, was to give value to a worthless \$2,000,000 railroad, and it is significant this railroad has not yet been sold, although given by spruce production officials a value of less than 1 per cent. Charges were made of attempted official graft based on trying to force Blodgett to pay \$450,000. No testimony to that end was presented to the committee."

**BOUQUETS ARE THROWN**  
The Siems-Carew road in Washington is declared to have cost 10 times too much and charges made against Air Director Ryan in that connection are alleged to without any direct charge of impropriety on his part, but with a long recital of what are termed "coincidences," reflecting upon Ryan, Disque, Carr and others connected with the Milwaukee extension or with Cary's spruce contract.

Frear reaches the conclusion that \$19,000,000 were thrown away on spruce cost plus contracts.

In conclusion Frear gives his committee's report, declaring it went "after facts," without conscious prejudices, political or personal.

"We have tried to give an impartial and correct picture of the military routing of General Disque's army. Lumbermen and loggers of the Northwest cooperated magnificently as a whole, says Lea's report in support of the government's efforts. A few exceptions to this general rule made up a small coterie whose chief contribution was fault finding and trouble making."

**HE IS BUSINESS MAN**  
He points to warm approval given General Brice P. Disque by the West Coast Lumbermen's association at Portland in November, 1918, at about the same time when disgruntled loggers induced the sending of the famous How's telegram, stating that lumbermen were unanimous in demanding investigation.

"Much is attempted to be made of the appointment of Disque because he was not a logger or a lumberman," the minority report proceeds. "Disque was not appointed to follow either of these occupations, in reference to which his duties brought him in close contact. Disque labored under no delusions as to his lack of ripe experience in those occupations. He candidly admitted it and immediately on arrival at Portland and throughout the whole spruce production enterprise, he sought and followed the advice of lumbermen and loggers who were men of unquestioned ability."

**BEST ROUTES CHOSEN**  
"Such men as Mark E. Reed, J. J. Donovan, S. F. Crammer, H. S. Holland, J. B. Yeon, Amos Benson, William M. Ladd and George E. Breece, intimately connected with spruce production effort, all men of experience, represented the highest and best type of clean, efficient and patriotic American business men. Disque's ability as a business man is practically affirmed by the fact that he is at the present time active head of one of the greatest im-

porting and exporting firms in America."

Concerning rejection of the Siletz route for a logging railroad in Oregon, Lea makes this comment:

"Much criticism has been directed against the spruce production division on account of its not having constructed its railroad north from Toledo to Tidewater on the Siletz. The criticism before the committee, however, has been entirely by those having special interest in construction of that route or immediately connected with those who

have such interest.

"When report gained currency that the government was going to construct a railroad into the Siletz, river district, it started a boom in timber lands. All persons having any interest in timber in that section, or interested in promoting railroads or sawmills that would be supplied from that source, were strong advocates of that route and were proportionately disappointed when another route was selected. Ex-Governor West of Oregon, in testifying, stated that he would accept the judgment of

Benson over all that had appeared to advocate the Toledo route."

Of the Crescent Lake route, selected for spruce operations in Washington, Lea says:

"This route was the most free of suggestion of selfish influence of all. The Fort Angeles and Grays Harbor route was principally sponsored by those wanting to promote a new railroad extension of the Milwaukee, and was favored by that company, whose interests would be best secured thereby. The Clallam Bay route was support-

ed by the operating company at Clallam Bay, whose interests it would have served. Those interested in selecting the Crescent route were neither promoters of railroads nor lands. Reasons for its selection are well established and are such as will appeal to the judgment of any practical man. "Within five months from the time the road was started a locomotive ran over the line. This is a record which, considering the character of the country, has few equals in the history of American railroad construction."

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Stewardship Calendar  
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Christian Stewardship Educational Period:  
February 27, Stewardship Acknowledgment Sunday;  
February 29th, Life Work Enlistment Sunday  
March  
Pre-Easter Period for the deepening of the Spiritual Life, Evangelism and the Enrollment of Life Recruits  
April  
April 4, Easter Sunday, National Join-the-Church Sunday

For full information and help for Pastors, Sunday School Superintendents and Women's and Young People's Societies write the  
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