

# REDJUSTMENT OF RAILROAD RATES EXPECTED SOON

Early readjustment of freight rates over transcontinental rail lines is anticipated by H. E. Lounsbury, general freight agent of the O-W. R. & N., who returned this morning from two Eastern rate conferences. Reduced rates should become effective in from 30 to 60 days on through traffic.

At the meetings, which were held in New York, the traffic executives of transcontinental lines proposed to the executives of Eastern lines that they concur in rates for import and export freight movements so that Pacific ports would be placed upon a fair competitive basis with Atlantic and Gulf ports.

It was also proposed that the Eastern lines concur in special rates to meet water competition. Intercoastal vessels operating through the Panama canal are cutting heavily into the business of transcontinental lines.

Both the Eastern and transcontinental lines realize the necessity for changes in rates on numerous commodities now moving heavily by water, said Lounsbury. Eastern lines are also beginning to realize the plight of Pacific ports in obtaining freight from Eastern territory.

Lounsbury explained that several of the Eastern lines which do not serve ports on the Atlantic and Gulf, have cooperated with transcontinental lines in making special rates on through movements. This, he says, is forcing the Eastern lines to at least give consideration to concurrence in the rates proposed by the transcontinental lines.

The Eastern line traffic officials are giving consideration to the concurrence and it is the belief that they will permit a readjustment of the rates.

# MUST GO THE LIMIT, SAYS VON SIMONS

(Continued From Page One)

Indemnity proposals which France and Great Britain can consider. The French cabinet was disposed to take another chance with the allies.

White Secretary Hughes stated that the United States cannot act as reparations umpire, the note was interpreted as friendly.

It was believed also to hold a promise of possible future mediation if the allies would agree to it.

# FIGHT ON VON SIMONS

Foreign Minister Von Simons was the center of a fight which began last night when party leaders met to discuss the reparations problem. Von Simons was attacked by Philip Scheidemann and Heffrich for the correspondence with America.

Scheidemann and the others held that the appeal was hopeless and could only bring further trouble on the country.

It was admitted today that the foreign office had tried to induce the Vatican to act as intermediary in correspondence with America.

The pope declined to act, basing the refusal on the fact that he has no diplomatic relations with the United States.

# CONCILIATORY MOVE SEEN

A conciliatory move by Germany was seen today in a note to the allied reparations council to begin immediately the reconstruction of devastated France.

The note, not yet delivered, made the office as "an advance of good will."

Germany's proposal to a country with which she is still at war was prompted by three considerations. They were:

A United States senator, through an intermediary, assured the foreign office that a German appeal would have a chance.

Loring Dresel, American representative here, told Foreign Minister Simons

last week that an appeal could not be considered as "wholly hopeless."

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# FRANCE HAD HOPED FOR FLAT REFUSAL BY U. S.

Paris, April 22.—(U. S. N. S.)—The foreign office let it be known this afternoon that the French government is pleased with President Harding's reply to Germany's mediation appeal, though it was added that France had hoped for a categorical refusal instead of a qualified rejection which invites a new German offer and leaves the door open to American mediation.

The German note is generally regarded as a last attempt by Berlin to "stall" and delay negotiations; thus averting France's coercive measures planned through the Panama canal are cutting heavily into the business of transcontinental lines.

France, however, according to all indications, is absolutely determined to put those measures into action. Premier Briand will submit them tomorrow to the conference with Lloyd George at Hythe, England.

The International News Service is able to give the following details of the military and economic plans which await only the British premier's approval:

They include the occupation of an area north of Düsseldorf (big industrial city on the Rhine) along the left bank of the river Lippe. It is still undecided whether the town of Hamm is to be occupied.

Turning at an angle at Hamm, the line of prospective occupation runs back to the Rhine, passing through Unna and following the left bank of the river Wupper. It includes the important town of Elberfeld, center of the German textile industries. Occupation of the important railway stations of Dorsten, Lunen, Unna and Hagen is provided for in Marshal Foch's scheme.

As for the economic plans, it has been decided to levy a tax of only 10 gold marks (smallly \$2.50) on each ton of coal, far it is feared by the economic experts that a severer tax would cause the German engineers and technicians to quit work, in which case the French would be able to supply engineers for only one tenth of the 168 mines in the district to be occupied.

Other morning papers refrain from editorial comment on the German note.

# REPLY IS GERMAN SNUB, DECLARE LONDON PAPERS

London, April 22.—(U. S. N. S.)—Leading London newspapers, while refraining from editorial comment on President Harding's refusal to fix a reparations total for Germany, indicate through their headlines that they interpret the American president's reply as a snub to Germany. The general "headline view" appears to be that the reply is "a curt advice to the Germans to pay."

The Daily Express compares the German appeal to President Harding to the ex-kaiser's famous handwritten plea to President Wilson in 1918. The paper describes the Berlin note as an ingenious move, but adds: "It is certain that the allies will not be content with a mere postponement."

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# Linn Void Warrants Total \$204,713.96

Albany, April 22.—Showing total void warrants in the sum of \$204,713.96, the report of the audit of Linn county books, conducted by F. M. Redfield, county auditor, has been made public. No plan has been announced by the court, but it is expected that a measure will be placed on the ballot at the June election empowering the court to meet the deficit by tax or bonds.

# MOZOROSKY SAYS HE PREFERS JAIL TO PAYING DEBT

"I'll rot in jail before I'll pay this fellow Swires a cent." Joe Mozorosky, gambling jeweler, stated emphatically this morning.

"I haven't anything to pay him with if I wanted to," he said. Then after a moment of hesitation added as an afterthought, "—except a dime I won from the boys in there in a blackjack game."

Mozorosky waved his hand towards the county jail cell from which he had just been called by the jailer.

"Swires didn't tell the truth," he insisted. "He didn't lose \$800 or anything near it in my place. I don't see how the jury could take his word alone against the word of all my acquaintances."

The prisoner's whickers have been allowed to sprout uninterruptedly since he was jailed for not paying the \$1600 the estate—my father cut me off with a lot of money.

"You know a good friend of mine came to me the other day, since the trial, and warned me to look out, that his wife was planning to sue me for \$2000, an attempt to get \$10,000, as the law provides that a gambling loss recovered at law shall be automatically doubled.

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1911, and that she had "put her arms around Schroter's neck and kissed him. "Is that true?" asked Littleton. "It is absolutely false," calmly responded Mrs. Stokes. "Was he there?" "Never. He came with Mr. Stokes on Mr. Stokes' invitation."

"It was testified," continued Littleton, "that Schroter went into a house and to a room with sliding doors which you drew together and that you were with him there for quite a time. Is that true?"

"No." "Did anything like that ever happen?" "Never."

Later on Mrs. Stokes said she couldn't recall ever having telephoned Schroter, that she never addressed him informally and that he didn't call on her while she was ill at the Ansonia.

"BUTLER ANGERS HER The witness, who displayed a calm demeanor during the questioning, showed considerable anger in denying a butler's testimony that she had discussed the probable inheritance from her husband."

"That is a malicious falsehood, a trumped up story," she exclaimed. "At the time, when according to the testimony of one witness, she had been driven to Long Branch with Schroter and a Mrs. Kearney, Mrs. Stokes was in Colorado, she declared. She was in 1911."

She said she first met Edgar T. Wallace in San Francisco in 1906, at the time of the big fire there. "In the preliminary questioning by her attorney, Martin V. Littleton, Mrs. Stokes denied there ever were any improper relations between herself and Wallace, the correspondent upon whom the plaintiff based his hopes of proving sufficient grounds for divorce. Stokes had presented several witnesses who declared they saw Mrs. Stokes in Wallace's hotel apartment."

Littleton, showing a seaside picture of Wallace and Mrs. Stokes, asked the witness if she could identify it. "Yes," said Mrs. Stokes. "It was taken in Denver. He came to my mother, sisters, brother and myself had gone to California from Denver and we were stopping at the Palace hotel, where I was introduced to Mr. Wallace by a Mrs. Key Pittman. He afterward joined us on the beach."

"When you ever out alone with Mr. Wallace?" "No, never."

"When did you next see him?" "In Denver. I was called to my mother's home and others were present when I saw him there."

Mrs. Stokes then said Wallace had given her a beautiful ring, but that she had never considered it an engagement ring. "I gave it back to him and never saw him again until three weeks ago when I came from Denver. He asked me to marry him."

Four of Stokes' witnesses, the chief being Genevieve De Anquinna, have testified they saw Mrs. Stokes in Wallace's apartment. The witness declared she had never met the De Anquinna woman, in Wallace's apartment or elsewhere.

Mrs. Stokes unfolded her complete life history, she told of her girlhood in Denver, of going to a girls' seminary in Washington, D. C. for a year, of a subsequent trip to Europe for several months, and finally of her subsequent debut in Denver society.

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# Clackamas County To Spend Big Sum On Market Roads

Oregon City, April 22.—Market roads of Clackamas county will receive about \$100,000 worth of improvement this year, according to estimates announced by the county court Thursday. The court has designated the road from Jack's bridge, south of Marquam on the old Oregon City-Silverton road to a junction with a proposed highway from Oregon City to Molalla, as a market road. Land owners along the stretch have agreed to donate enough land for the market road, according to the court.

The market road from Sataeada to Firwood will receive an apportionment of \$12,717 for the work of surveying and establishing the highway, with the condition that those interested in the construction of the road settle the damages incurred by the road's establishment. During the year roads will receive apportionments as follows:

Market road No. 1—Appropriated \$58,578; balance left over from 1920, \$29,314.24. Total, \$87,892.48.

Market road No. 2—Appropriated \$21,000; balance left over from 1920 to apply on Mt. Hood loop, \$13,273.71. Total, \$34,273.71.

Market road No. 3—Appropriated \$5,942; balance left over from 1920, \$5,942. Total, \$11,884.

Market road No. 4—Appropriated \$10,000; balance left over from 1920, \$24,424.64. Total, \$34,424.64.

Market road No. 5—Appropriated \$15,717.86.

# J. N. Teal Reviews Shipping Board at City Club Luncheon

Joseph N. Teal, speaking at the Portland City club luncheon in the Benson hotel this noon, made a plea for the younger generation to take an interest in the merchant marine and outlined the work of the shipping board from its organization to 1920, when it operated 164 ships, with a tonnage of approximately 13,000,000. He made a plea for the adoption of a national policy that would continue the efforts of the board in building up an American merchant marine to "carry the flag on the seven seas and into the ports of the world."

"The shipping board served during the war," he stated, "and we must not allow our shipping to become extinct. We should operate the Leviathan, now tied up in Hoboken, if for no other reason than to show our determination to keep our place on the sea."

"The work has been started and it is for the younger generation to carry it on as nobly as they carried our standards on the field of battle."

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