

It's All Here and It's All True TO THE BOUND-UP Reservations on The Journal's big special train in the Pacific Coast Round-Up are being made. The great western drama promises to hold more interest than ever before. Trepass for it now.

It's All Here and It's All True THE WEATHER: Sunday fair and warm; westerly winds. Maximum temperature Friday: Portland, 67; New Orleans, 90; Pocatello, 67; St. Paul, 66; Los Angeles, 70; St. Paul, 66.

PORTLAND FIGHTS TO KEEP SHIPS

Shipping Board Order Directing Columbia-Pacific Company to Turn Sailings Over to Admiral Line Hard Blow to Local Harbor

General Manager Dodson this afternoon wired the Chamber of Commerce from Washington that he had been advised by W. J. Love, vice president of the shipping board, that curtailment orders would be held up pending a conference between Love and H. H. Ebeby next Tuesday. Love said, according to Dodson, that the board has not confirmed the order issued by Traffic Manager Minor of Ebeby's office, though it had previously directed Ebeby, who is coast manager, to bring about consolidation of cargoes as rapidly as possible. Ebeby is now in Washington and was there when Minor issued the order to which Portland business has objected.

While Portland continues to deluge the officials of the shipping board in an intensive storm of protest against curtailment of merchant marine service out of this port, the business men themselves are being swamped with a great mass of contradictory statements so they are now unable to determine just where they stand.

From Washington the advice comes from W. D. B. Dodson, general manager of the Chamber of Commerce, that "the shipping board is hard-boiled and does not care about politics or anything else but cold business."

EVERYBODY Muddled in the situation because a positive order has been received from H. H. Ebeby, district director of operations for the shipping board, arranging cancellation of sailings of the Columbia-Pacific Shipping company and the turning over of its business to the Pacific Steamship company and because, despite the actual receipt of the order, the shipping board officially says no such action has been taken.

ORDERS CONFUSING Ebeby's order says that beginning October 1, the transference of business of the Columbia-Pacific company to its competitor must be made, while the Chamber of Commerce received a message from former Senator George E. Chamberlain, member of the board from Oregon, saying that "commitments of the Columbia-Pacific company during the business of the year will be fulfilled."

Manila, Sept. 3.—(U. P.)—Letters reaching missionary headquarters here today reported the natives in the provinces of Moro Lano, Cotabato and Jolo are arming and threatening an uprising. The letters said the natives claimed they were unable to secure justice from the existing authorities and charged that constabulary officers, acting as ex-officio justices, were enforcing "blood-thirsty rule."

General Leonard S. Wood today was hearing his preliminary report on the Philippine situation which will be sent to the secretary of war. It was predicted that he will recommend important changes affecting affairs in the Moro district.

Ruth Hits Fiftieth Home Run of Season New York, Sept. 3.—(L. N. S.)—Babe Ruth moved up to within four runs of his 1920 record this afternoon when he hit his fiftieth home run in the third inning of the game with Washington. Two men were on bases. Courtney was pitching.

Life in Provinces Terrible Intellectuals Suffer Most By Louise Bryant Former Russian "Red" returned to America from Soviet Russia. [This is the eighteenth of a series of articles on conditions in 1920 today.] (Copyright, 1921, by "Life" Service.)

New York, Sept. 3.—"Life in the provinces is even more deadly than in the cities. With the transportation broken down, it is almost impossible to get permission to leave a district. Almost no one travels except on government business. The mail service outside of Moscow and Petrograd had ceased.

For three years people in the provinces have lived this way. For example, suppose you lived in the south of Russia and your mother lived in the north. You could not go to see her and you would get no news from her. If she died or if she lived, you would not know. When I came up from the south I carried letters to people in Moscow. One man exclaimed to me:

"My God! Think what it means. I may be writing to dead people." All through the provinces I met war prisoners. There were Turkish officers in Tashkent who had traveled all the way from Siberia on foot. It had taken them years to get across Russia. I also met German officers in Turkestan.

When he heard that I was a foreigner and might know about conditions outside of Russia, he came to me and showed me with questions. He did not even know how Germany had been partitioned after the war.

Dr. McElveen Claims Right To Say 'Damn'

"If a minister thinks a man is a damn fool, he has just as much right to say so as anyone else."

This, as expressed today by the Rev. W. T. McElveen, is the rock on which he split with the First Congregational church.

"Profanity and roughness" was the charge brought against Dr. McElveen which resulted in a request from church officials that he tender his resignation.

Dr. McElveen admits that he was guilty of both—from the standpoint of the ultra-conservative church members. But, from the standpoint of a man trying to convey practical Christianity in a way that would carry effect, he considers himself guilty of nothing except a fervent desire to make good on his job.

"The issue is simply one of method," said Dr. McElveen. "Some people like the milk-and-water way of putting over Christianity, but I don't."

"One of the charges made against me is that I said someone was a damn fool. Well, if a man is a damn fool I don't see why a minister shouldn't say so as well as anyone else. It happens to be the only way in which to characterize a certain type of man."

"I have tried to carry out some practical Christianity. Some people didn't like my questions and answers' night. But if a congregation's minister isn't going to discuss current events with them I'd like to know who is."

WOULD PAY WOMEN MORE One remark for which I was criticized concerned the Y. W. C. A. Someone had asked if it were true that a radical campaign was being carried on by the organization to get higher wages for girls. I said that if it wasn't carried on, it should be—that women should make enough to make it unnecessary for them to depend on their gentlemen friends. They called that roughness. Well, I'll admit it's a rough fact—but you have to face rough facts once in awhile."

He was asked about the statement that he had told a young woman to go home and put on some more clothes. "Well," he responded, "suppose I did. It was a church social, and I was the host. Who would have a better right to give a young woman advice if her parents hadn't sense enough to give it themselves?"

SEATTLE, BACK TO WALL, MAKES DEAL Seattle, Sept. 3.—The Port of Seattle commission is about to close a contract with J. A. Pease as the representative of Eastern capital, whereby the latter will be obligated to handle 5,000,000 bushels or 150,000 tons of grain annually through the Seattle municipal grain elevator.

As the elevator has been practically out of use the past two years the port commission welcomed the opportunity to renew its operation. Grain exportations credited to the Port of Seattle last year approximated 4,344,420 bushels as compared with more than 23,000,000 bushels from the ports of the Columbia.

J. A. Pease was one of the first to appear in the resistance to the Columbia basin rate case by which the ports of the Columbia were granted a 10 per cent preferential over the ports of Puget sound.

The report on the street in Portland today is that J. A. Pease represents the J. Rosenbaum Grain company of Chicago, that the contract with the Seattle port commission has actually been executed, that the arrangement virtually turns the municipal grain elevator of Seattle over to private monopoly, thereby defeating the purpose for which it was constructed, and that the bait of business for the disused elevator is so great that the Seattle port commission has granted a lease on terms which will practically absorb the 10 per cent rate differential against Seattle, which was ordered in the Columbia basin case.

It was also reported, however, that a representative of the Chicago Grain company has been in Portland several days presumably with the purpose of effecting a business connection here.

Seattle port officials state that the business brought by Pease will increase the total outgoing commerce of the port by 20 per cent. This, they are said to deem a very attractive prospect of an idle municipal elevator while the rate preferential diverts the greater part of the Northwest grain movement to the ports of the Columbia.

EVERYTHING FOR SALE But all life in the provinces is not terrible. It is the intellectuals that have suffered most. For the peasant, especially the poor peasant, life has become interesting because he himself has become important.

BRACE SEAFARERS, KEEP COON, CLAYTON WAST TO TAP WAST TIMBER AREA

Eleven Men, on 600-Mile Row to Shore From Disabled Canadian Importer, Picked Up When Within 105 Miles of Coast Line

San Francisco, Sept. 3.—(U. P.)—Two officers and nine men from the steamer Canadian Importer in a lifeboat were picked up at sea late yesterday or early today by the tug Sea Lion, according to meager advices received by the marine department of the San Francisco chamber of commerce.

The men are those who put off from the importer two weeks ago and attempted to row 600 miles to the California coast in search of help for their steamer which was disabled, water-logged and helpless.

All of the men were reported by the Sea Lion as in good health and little the worse for their experience.

EVERYBODY IS RIGHT S. B. Martin, county auditor, was perfectly justified when he said the county farm was being run at a loss, and Rufus C. Holman, county commissioner, was equally within the truth when he said it was being conducted at a profit.

The only trouble is that it didn't show in the books. This, in brief, was the Delphian decision handed down today by the grand jury which has been investigating the personal difficulties between Martin and Holman.

DOESN'T CRITICIZE SYSTEM The inquisitorial body plays no favorites. It says that Martin is a model auditor and that Holman is a model farmer. It doesn't say anything about the system which made a grand jury investigation necessary to reveal a trivial oversight in the county bookkeeping system.

After some brief praise for the management of the poor farm, the jury goes directly to the bone of contention—the cost of running the Multnomah county agricultural plot which is conducted in connection.

"The signers of the petition," it says, referring to the petition which brought about the inquiry, "cite the fact that in 1920, \$28,019.97 was expended by the county in the maintenance of the farm. This was about \$11,000 in excess of the expenditures of 1919. These figures are furnished by the county auditor and are part of the official records."

Commissioner Holman, however, explains that the figures are subject to an interpretation which justified him in declaring that the farm has shown a neat profit under the administration which he has installed.

"He points to the fact that the auditor's figures do not take into consideration the value of any of the products of the farm turned over by the management to the county institutions. He furnishes the grand jury with copies of the monthly reports of the farm manager, showing the amount of produce turned over each month, and the value of this produce as shown by the wholesale daily market reports at the time."

RECORDS CALLED CORRECT "We are satisfied that the records of the farm are so much more carefully correct and that food supplies of a market value of approximately \$28,146.97 were produced and turned over for consumption to the county institutions. We find that the value of the produce handled approximately \$300 above the cost of production, and that a large portion of the other expenditures is represented in personal reports of the farm manager."

"It appears that these reports were not made to the auditor, but were filed in the county commissioner's office. These facts should appear in some manner upon the books of the auditor. We recommend, therefore, that in the future all records of sales made by the farm manager be filed in the office of the county commissioner."

Three Hurt When Stage Crashes Into Truck at Reedville Hillsboro, Sept. 3.—A big Pierce-Arrow stage, driven by Emil Gross, carrying seven passengers from Portland to Washington county points, struck a big auto truck amidships Friday afternoon about 2:40 o'clock at Reedville at the junction of the highway and a 30-mile clip when the truck driven by F. M. Smith crossed the highway in the path of the passenger car. The stage was forced clear of the highway and the stage demolished.

Thomas Whitehorn, a Corvallis banker, was severely cut about the head and face and John Walters, a Hillsboro farmer, was thrown against the windshield of the stage and rendered unconscious for five minutes. L. Z. Lenor, a Forest Grove boy, was slightly injured in the knee. Whitehorn was brought to Hillsboro to the Smith home where he is resting easy this morning. Walters was able to go home. Other passengers aboard the stage were: E. H. Darling, chief chamber of Commerce, Portland; Mr. and Mrs. G. W. Bruce, Cherry Grove; E. W. Partrian, Oakland, Or.; Miss Inez Reynolds, Forest Grove.

A winter stage running on the Forest Grove-Portland line was burned at Corvallis Friday evening, fire catching under the hood. Patrolman Stockdale, who was in the neighborhood, discovered the fire as the stage was proceeding on its route.

Timberman Struck, Injured by Auto No trail was blazed through the traffic at Fourth and Stark streets today for L. N. Brashear, an aged timber man. He suffered a broken shoulder. Witnesses told the police that an automobile, driven by George C. Peterson, 1323 Peterson street, was moving slowly out the cash box was taken. The inspectors division is working on the case to locate the thieves.

IMMEDIATE COMPLETION OF PORTLAND, ASTORIA & PACIFIC RAIL LINE ANNOUNCED BY C. S. KEITH; OPERATION IN 90 DAYS PROMISED

Immediate completion of the Portland, Astoria & Pacific railroad, extending from the terminus of the United Railways at Wilkesboro to a point on the Columbia-Clatsop county line about 13 miles west of Vernonia, and operation of the road as a common carrier, was announced today by Charles S. Keith, president of the Central Coal & Coke company of Kansas City.

The road probably will be ready for operation in about 90 days, Keith stated, and would be completed by the stockholders of the Oregon American Lumber company in compliance with the terms of the recent transfer of the local company's title to the road and 27,000 acres of timber land to the Central Coal & Coke company.

Keith arrived here Friday morning and was in conference all day with officials of the S. P. & S. Great Northern and Northern Pacific railways, joint owners of the United Railways. The contract held by the Oregon American Lumber company called for use of the United Railways line, extending from Linnton to Wilkesboro, for a term of 99 years. The recent point of transfer remained to be cleared up, Keith stated, and the results of the conference were:

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MOTION READY IN BRUMFIELD CASE Roseburg, Sept. 3.—Preparations were made today by the attorneys for Dr. Richard M. Brumfield to file the application for a change of venue, by which they hope to remove the dentist's trial from Roseburg to some other county.

It was stated the application was ready and would be filed during the day. An answer is to be filed Monday by District Attorney Neuner. Tuesday, Judge G. G. Bingham, who has been assigned to the case, expects to arrive here and hear the arguments on both sides.

MAY NOT BE GRANTED That a change of venue, in addition to a change of judges, will be granted is thought improbable. If it is, the trial will probably be removed to Judge Bingham's court in Salem.

Brumfield was still complaining of indigestion. He said yesterday he thought he had had something to do with the dentist's indisposition. Previously, Brumfield has been getting home-cooked meals, brought to the jail by his wife, Yastaday Jahn. Frank Watkins ruled that he should enjoy the county diet ordinarily accorded other prisoners.

Brumfield's cellmates, with whom he played cards so much, were paroled Friday. When interviewed after their release the boys said the accused dentist told them he felt no remorse and that he did not regret his act. He said he did not remember being in Canada.

"Does he speak of his wife and children?" they were asked. "NEWBORN SEVERELY INJURED" "Yes," he talks about them quite a bit," they said. "He seemed to think his three kids are the only thing."

When interrogated as to how the doctor whiled away the weary hours in jail one of the boys said: "Well, he reads the plays cards, talks and sings. He has never appeared nervous to us. He has been walking up and down his cell quite a bit lately, but don't think that was due to nervousness. He just needs some exercise. He sleeps well, eats as much as we do and doesn't act a bit different from any other man."

"Yes," he said he would go crazy if we left him there alone. The boys also stated that Brumfield talked a great deal regarding his memory lapses from which he was supposed to have suffered in the East.

He said, the boys say, that on some occasions the loss of memory was only a few minutes and then again it would be several days before he was normal again.

Justice Johns to Start for Manila Early in October Salem, Sept. 3.—Justice Charles A. Johns of the Oregon supreme court will leave Salem for his new post as a member of the supreme court of the Philippine islands, October 5 or 6, he stated this morning. In the meantime he will conduct his duties as a member of the Oregon court up to his departure for his new field.

There are 23 cases on the supreme court docket as in those not disposed of which he has heard arguments, Justice Johns said. It is his desire to assist in clearing up as many of these as possible before resigning, as in those not disposed of by that time reargument will be necessary, he points out.

INVESTS MILLIONS HERE CHARLES SMITH KEITH of Kansas City, who has recently invested \$3,000,000 in timber on the lower Columbia river and who plans an immense development of his project. He is in Portland looking over conditions here and arranging for construction of mills and logging railways. He predicts great prosperity for Oregon lumbermen.



COSTS OF FOOD SOAR IN 14 CITIES

Washington, Sept. 3.—(I. N. S.)—The retail cost of food took a jump in 14 cities during the period from July 15 to August 15, ranging from 1 per cent in Little Rock, Ark., Salt Lake City and Denver, to 5 per cent in Philadelphia, the highest of labor statistics of the department of labor announced today.

There was a 5 per cent increase in Chicago and Washington, while in Kansas City the increase amounted to 3 per cent. The increase amounted to 2 per cent in St. Louis and Springfield, Ill., and 2 per cent in Peoria, Ill.

For the year period August 15, 1920, to August 15, 1921, however, there was a decrease of 28 per cent in Denver, Little Rock, St. Louis and Salt Lake City. In Peoria and Springfield, Ill., it was 26 per cent; in Kansas City, 24 per cent, and in Chicago, 23 per cent.

As compared with the average cost in 1919, the retail cost of food on August 15 last showed an increase of 61 per cent in Chicago, 65 per cent in Kansas City, 54 per cent in St. Louis, 44 per cent in Little Rock, 42 per cent in Denver and 35 per cent in Salt Lake City.

Thunder Storm of Brief Duration Is Followed by Rain For the first time this year Portland heard the reverberating crash of thunder Friday as an electrical storm swept over the city. The electrical discharge was between clouds and no contact was made with the earth. The last thunder storm to visit the city was October 5, 1920.

With the thunder shower past E. L. Wells, district weather forecaster, said today that the storm area was pretty well over, although there was still the possibility of a few light showers today. Fair weather with higher temperatures is forecast for the week-end. The rain of Friday only settled the dust of country roads and was not reported to have done any damage to crops.

G. N. Vice President Arrives to Discuss Traffic Conditions With the arrival this morning of W. P. Kenney, vice president in charge of traffic of the Great Northern railway system, the "family registration" of the railroad line has been completed in Portland during the last two weeks. Louis Hill, chairman of the board of directors of the system, was here two weeks ago. Ralph Jenks, president; L. C. Gilman and C. O. Bunk, vice presidents; and A. H. Hogeland, chief engineer, left for the east Friday evening after a three-day visit. Kenney said he is here to discuss traffic with several local manufacturers.

CAPT. GREEN SACRIFICES HIS OWN LIFE

Annie Second's Skipper Goes to Succor Brother Mariner; Rescue Done, His Own Boat Dashes to Pieces; Body Not Recovered

Marshfield, Sept. 3.—Captain John E. Green of Portland, master of the fishing boat Annie Second, was a hero in death, according to Captain S. M. Scott, master of the fishing boat Trize, who was landed early today at Sunset bay, near here, by the fishing boat Sea Wolf, which rescued him.

The three boats started over the Umpqua bar at the same time Thursday evening. The Sea Wolf and Annie Second got out safely, but when the Trize was on the bar, she capsized. Captain Green and the Annie Second went back to assist Captain Scott and threw him a life buoy. Captain Scott swam out of the wreckers and was picked up by the Sea Wolf.

When the Annie Second went to the rescue she also got into trouble. The coast guard went out, but the Annie Second "went" and toward the beach and Captain Green in minutes. It is supposed that he was washed overboard, but his body has not been found. He has a family in Portland.

The next morning the Annie Second was found dashed to pieces on the beach and Captain Green in minutes. It is supposed that he was washed overboard, but his body has not been found. He has a family in Portland.

Both of the boats were operated by the owners and in each case the men were alone. Both boats had been used for trolling and were operated without assistance. Captain Scott, with the Trize, was fishing for the Pacific Fish & Cold Storage company of Redwoodport and Captain Green, with the Annie, was fishing for the Umpqua Cold Storage company. At low tide Friday the engine of the Annie Second was salvaged.

Week-End Passenger Trade Sets Record

The biggest week-day passenger traffic in the history of the S. P. & S. was recorded today, according to W. D. Stoen, traffic manager of the organization, who said the travel presaged an enormous week-end business. A total of 2500 passengers was handled Friday. The steamer Georgiana and Iralda left for Astoria this morning with capacity loads.

Baseball Results

NATIONAL At Philadelphia (first game)..... R. H. E. Boston..... 0 10 0 0 0-1 0 0 Philadelphia..... 000 200 200-4 0 2 Batteries—McQuillan, Morgan and Gowdy; Rice and Egan.

General Wood Tells Weeks He Will Take Post in Philippines Washington, Sept. 2.—(I. N. S.)—Secretary of War Weeks today received a cablegram from Major General Leonard Wood announcing his willingness to accept the appointment of governor general of the Philippines. The secretary said that the formal offer had not been tendered to General Wood, but that it was understood that it was open to him if he chose to accept it. General Wood is understood to be ready to retire from the army to accept the post.

Two Cattle Rustlers Caught Posse Has Thrilling Chase Vale, Sept. 3.—After 24 hours' chase through the rough hills north of Vale, Oregon, two alleged cattle rustlers, Howard Camp and Ray Johnson, alias Ray Wilson, were arrested near Harper by a posse headed by Deputy Sheriff Charles Glenn and consisting of George Stacey, Bill Thompson and Bud Anderson. During the last 12 hours the possmen hardly left their saddles.

It is estimated the suspects led the posse over 70 miles of winding and twisting trail Wednesday. Those familiar with the character of the country passed over say Deputy Glenn and his posse did a remarkable feat in tracking the two horsemen. The fugitives did not follow the trails of roads but kept to dry washes and coulees, doubling back on their tracks and resorting to every trick of the trail to elude the posse.

Camp and Johnson were so confident they had made good their getaway that when they neared the former's homestead a few miles from Harper they roped a stray calf.

RUSTLED CATTLE SEEN About 35 head of stock belonging to Hansen Gurley's ranch on the Owyhee river, where the suspects had terrorized them for feed Wednesday morning, representing to Gurley that the stock was being driven to the railroad for shipment.

Erud Anderson was riding the range at the head of Sand Hollow Tuesday morning when he saw a band of cattle and two riders. He recognized some of the stock and asked Johnson what they were doing with them. Johnson claimed they had nothing to do with the stock but were riding for stray calves. Still suspicious, Anderson rode away but doubled back and hid behind a hill. There he saw the two men round up the cattle and drive them away. He then rode to a telephone and notified Sheriff Noe. Deputy Glenn was sent out, a posse was formed and the chase taken up. Tracks of the herd were followed Tuesday night across Sand Hollow near Willow Springs, past Double Mountain and southeast toward the Owyhee river. About 8 o'clock Wednesday morning the posse caught up with the men on the