

REMOVAL WOULD ENDANGER VETS, SAYS DR. PIERCE

Thorough investigation of hospital facilities, afforded in Portland for tuberculosis patients of the United States government will be the result of the protests filed by Dr. E. A. Pierce in the face of an order of the United States Veterans' bureau to remove approximately 30 patients from Pierce's sanatorium to the government tuberculosis hospital at Walla Walla.

Director Forbes of the veterans' bureau is en route West and in the meantime actual orders to the order emanating from this district manager's office at Seattle has been stayed. It is pointed out by Dr. Pierce in his protest that the removal of some of the local patients would be fatal, inasmuch as these war veterans are acclimated here, many of them have families and home here and the mental condition so necessary to proper recuperation is perfect, whereas in Walla Walla, the climate would be entirely different and the mental conditions of patients removed would be upset.

Dr. Pierce also contends against the removal of patients from the hospital facilities of the government in the state of Washington, the home state of Director Forbes and of L. C. Jessup, manager of the Thirteenth district, who resides near Walla Walla. He calls attention to the fact that there are three hospitals in Washington under federal ownership and three others under federal contract, with plans under way for the erection of a \$1,000,000 hospital at Camp Lewis. There are no government hospitals in Oregon and only two institutions under contract—the Pierce sanatorium and the former Hamman hospital.

The Washington hospitals caring for federal patients are at Spokane, Tacoma, Walla Walla, Port Townsend, Steilacoom and Snohomish.

The local hospital will either be offered for sale or lease to the government by Dr. Pierce, who declares he is situated solely by his interest in the war veterans, for whom removal would in very many cases be disastrous.

LIQUOR BECOMES CAMPAIGN ISSUE

(Continued From Page One)

Brotherhood of Locomotive Engineers, advised against any attack on the prohibition laws.

"The longer I live," he said, "the more bitterly I am opposed to the entire question of the manufacture and sale of liquor."

Some of the prominent churches of the East are aiding the fight to modify the Volstead act. These churches are Bishop William Lawrence of the Episcopal diocese of Massachusetts, who says that thousands of people have found their liberty curtailed and their domestic habits broken in upon, and these people should be heard.

LETTERS SENT OUT

Senator Capper, a strong dry, says he is conscious of a strong feeling for a light wines and beer amendment, but that there is no probability that congress will give heed to it. He predicted that within five years there will be an overwhelming sentiment for prohibition.

About five years ago, when the fight for the national amendment was raging, the Manufacturers' Record, which favors prohibition, was active in proposing a petition to congress in 1920 representative business men and professional men. A few weeks ago it again addressed these men asking whether they had changed their views and if so, what changes they desire. Similar letters were sent to 100 prominent educators and manufacturers not previously addressed.

MANY OPPOSE CHANGE

The replies indicate about 85 per cent opposed to changes and about 7 per cent advocating light wines and beer. The others are divided between modification of the Volstead law, high license, the dispensary system and non-committal, except 1 1/2 per cent who are opposed to continuing the prohibition law.

The great majority take a view opposed to modification, which may be typified in the reply of Ray Lyman Wilbur, president of Stanford university, who said:

"I am even more heartily in favor of prohibition than I was five years ago. There will be no modification of the law of those interested in drinking, just as there is always a residue interested in the use of harmful drugs."

Many of the replies comment on the improvement noted from an economic standpoint, the lessened drinking in the industrial districts, and many others who regretfully feel that they are no improvement among the "upper classes," a viewpoint expressed by Samuel Hopkins Adams, author who said:

"Drunkness is far less common, but with the class into which I am thrown, far more common."

One of the wettest states in the union, by common report, is New Jersey. Yet New Jersey, on March 3, completed the ratification of the prohibition amendment. Forty-five states had ratified in 1913 and New Jersey was the forty-sixth. The legislature, now fully controlled by the Republicans, seemingly took this tardy action to carry out a party platform declaration. The two states which have never ratified are Connecticut and Rhode Island.

Dye Skirt, Coat Draperies with Diamond Dyes

Each package of "Diamond Dyes" contains directions so simple that any woman can dye or tint her old, shabby skirts, dresses, waists, coats, sweaters, stockings, hangings, draperies, everything like new. Buy "Diamond Dyes"—no other kind—then perfect home dyeing is guaranteed, even if you have never dyed before. Tell your druggist whether the material you wish to dye is wool or silk, or whether it is linen, cotton, or mixed goods. Diamond Dyes never streak, spot, fade, or run.

Diamond Dyes

Would-Be Youthful Bandit With Water Pistol Is Arrested

Armed with a water pistol, Miller Schultz roamed abroad in Sellwood park Sunday night, according to his own admission to the police, with the intention of increasing his capital of 17 cents by as much as he could find on his victims, willing or otherwise.

Two spots of the light also drew out Motorcycle Patrolman Babcock, and a friend. Schultz accosted Babcock and told him he was looking for two "tough guys." Babcock grew suspicious and arrested Schultz.

City detectives failed to find anything this morning to charge Schultz with but the familiar and popular accusation, yesterday, he would be tried Wednesday before Municipal Judge Eckwall.

Philip Dwyer, Vet Letter Carrier, Is Retired on Annuity

Sixty-year-old Philip Dwyer, who has carried letters in the vicinity of 23d and Washington streets for nearly 27 years, and who is perhaps better known than any other letter carrier in the city, has been retired because of disability due to rheumatism, and has been granted an annuity of \$720 a year, according to word received by Postmaster John M. Jones from the commissioner of pensions.

Dwyer was first appointed carrier January 7, 1895, and since that time he has been employed on this one route. It formerly took in the entire northwest part of the city, but with the progress of building, it became confined to the region between 23d and Flanders and 21st to the hills.

The annuity granted Dwyer comes under the provisions of the retirement act.

This provides that two and one-half per cent of federal employees' salary shall be deducted for the raising of funds to be paid back to the employee upon retirement.

Japanese Reporter Loses His Fight to Remain in Hawaii

Washington, May 29.—(U. P.)—An order of labor department officials excluding Buntaro Kaneda, a reporter for the Nihon Asahi, newspaper in Japan, from Hawaii, was upheld today by the supreme court which refused to review action of the district court in Hawaii.

Kaneda was excluded by United States immigration authorities on the ground that he told falsehoods when he was examined by port authorities at Honolulu. Kaneda went to Hawaii to write for a string of Japanese newspapers on conditions of Japanese in Hawaii.

Longshoreman Who Disappeared After Wreck Not Located

J. W. Smith, longshoreman, otherwise known as "Hap," who has been missing from his home since Friday, was not yet located this morning, according to police reports.

He left home Friday in his working clothes, taking his automobile, which later crashed into another machine on Union avenue. The wrecked machine was taken to the Billingsley Motor company, East Eighth and Hawthorne avenue, where he sold it. He has not been heard from since.

He is 38 years of age and lived with his wife at No. 234 1/2 Broadway street. She said Sunday night that they had not quarreled and that she was unable to account for his disappearance.

Advertising Chief Of A. N. P. A. Here For More Business

Inquiry into the possibilities of a greater volume of national newspaper advertising from the Pacific Coast is the primary purpose of the visit to Portland of Thomas H. Moore, associate director of the bureau of advertising of the American Newspaper Publishers' association.

Moore arrived Saturday evening from Seattle in company with Thomas L. Emory, manager of the Pacific Coast office of the A. N. P. A. bureau. En route to Portland Moore stopped in Wathatche and Seattle and will go on to California in company with Emory.

Brush Fires Break Out Near Portland

Numerous brush fires broke out in the wooded sections adjacent to Portland Sunday, when the hot winds carried the burning embers from the city, which almost beyond control. While no records of forest fires in the agricultural communities near the city are available in Portland, persons driving and walking in the country Sunday reported numerous blazes of large proportions. One fire was belching great columns of smoke in the air in the hills northwest of Portland; there was another large fire near Newberg and still another was reported near Alsea.

Man, 66, Takes Life Because of Illness

Dependent over continued ill health, Charles H. Harmon, 66 years old, shot himself through the head in the basement of his home, No. 135 Halsey street, early this afternoon. When his wife and son and daughter rushed to the basement at the sound of the shot they found him already dead. Harmon had lived in Portland for nine years. He had lately retired from business, chiefly because of the state of his health.

Damage to Home by Fire Estimated \$700

Fire partly destroyed the home of E. Schomus, No. 328 East Eighth street, shortly before midnight Sunday while residents of the house were away. The fire apparently started among papers on a screened porch, where it is thought someone carelessly dropped a match. Damage to the house and furnishings is estimated at \$700, part of which is covered by insurance. Schomus is a janitor at police headquarters.

400,000 RAILROAD WORKERS TO VOTE ON CUT IN WAGES

Chicago, May 28.—(U. P.)—Strike vote on the \$50,000,000 wage cut of maintenance of way railroad workers was planned today by E. M. Jewell, president of the railroad department of the American Federation of Labor.

Jewell said the 13.3 per cent wage slash of the 400,000 members of his union, announced by the United States railroad labor board, would bring pay below a living wage.

"Our rules provide that a vote must be taken before a reduction can be accepted," said Jewell. "I think the men will reject the decision of the board."

TO CALL CONFERENCE

Jewell, however, will call a conference in Chicago soon with heads of other unions. It was reported in railroad circles that pay of all workers, with exception of yard and train service workers, would be cut soon approximately \$100,000,000.

This is the first decision of the board dealing with the railroad wage question. It will be followed in a few days by other decisions which will make reductions in the wages of 500,000 skilled shop workers, and about 200,000 clerks, telegraphers, station employees and other small classes.

The train service classes will not be affected.

IN EFFECT JULY 1

The decision handed down Sunday takes effect on July 1—the same day freight rate cuts become effective.

The decision was signed by three railroad members and the three public members, and is accompanied by a dissenting opinion of the three labor members of the board, in which the majority decision is criticized as setting wages "below the minimum standard of subsistence."

"The rates of pay established under this decision are not based upon the human needs of the hundreds of thousands of families involved," the dissenting opinion, signed by A. O. Wharton, Albert Phillips and W. L. McMenimen, labor members, say.

"They are insufficient to provide these families with the absolute essentials. The earnings of this large group of railroad employees will not provide the father of a family with as much food as is allowed convicts in the Cook county, Illinois, jail."

The pre-war standard perpetuated by this decision was the product of inequitable wage bargains. It was considerably below the level recognized at that time as necessary for the maintenance of health and energy."

The majority opinion declares, however, that the hazards and hardships of the employment, the training and skill required, the degree of responsibility to the public and other elements mentioned in the statute combine to justify the payment of a better wage to these employees than is paid to similar labor in outside employment.

ON PRE-WAR BASIS

Moreover, the board is not in sympathy with the idea that a governmental tribunal, empowered to fix a just and reasonable wage for men engaged in serving the public in the transportation industry should be controlled by the whims of the low wages that may be paid to outside labor in a period of temporary depression and unemployment," it is stated.

The decision puts common labor on a pre-war basis. It takes away the remaining war time increases for all unskilled classes. Following decisions will take up the skilled classes, with the exception of the "big five" transportation groups—the conductors, engineers, trainmen, firemen and switchmen.

All bridge, building, painter, construction, mason and concrete and wharf and coal laborers are cut 5 cents an hour.

ALL CLASSES AFFECTED

Mechanics in the maintenance of way and bridge and building departments are reduced 4 cents an hour.

Track laborers and all laborers around railroad shops—the big class affected by the decision, 278,733 men—are cut 5 cents an hour.

Common labor on railroads will now receive a minimum of 23 cents and a maximum of 35 cents an hour.

Railroad executives view the decision as a big step back to normal conditions.

G. N. TO PUT MORE MEN TO WORK FOLLOWING WAGE CUT

Seattle, May 29.—(U. P.)—As a result of railroad wage reductions announced by the United States railroad board, the Great Northern railway will probably put on 500 to 600 extra men, according to James H. O'Neill, general manager. Both O'Neill and M. W. McMillan, general manager of the Milwaukee line, said that between 10,000 and 12,000 men in Washington will be affected by the reductions.

WAGE CUT UNJUST, LABOR BOARD UNFIT, SAYS COMPTON

Washington, May 29.—(U. P.)—The decision of the railroad labor board reducing the wages of maintenance of way employees is "most unjust and inequitable," because it penalizes the workers and helps the railroads, says Samuel Gompers, president of the American Federation of Labor, declared in a statement issued today.

"The decision is another illustration," Gompers said, "of the unfairness of the railroad labor board."

North Bank Highway Is Closed Near Cooks

The North Bank highway is closed above Cooks, Wash., where the Washington state highway commission is widening the road to 26 feet, says H. M. White of the Columbia national forest, who has just returned from Underwood, Cooks and Stevenson, Wash. The road will be closed for two or three months, says White.



Trails Are Being Opened Up as Snow Melts in Forest

Trails on the Oregon national forest in the Mount Hood region are being opened up as rapidly as melting snow will permit and most of the trails should be open early in July, according to Supervisor T. H. Sherrard.

Two men have been working upon the Larch mountain trail for the last month, sawing the logs strewn across the trail by the storm of last November. Both Eagle creek and Herman creek trails are being worked on in the snow line. Work has also started upon the Lookout mountain trail.

Maintenance work upon the mountain trails is unusually heavy this year.

STEAMER AND CARGO GO DOWN

(Continued From Page One)

work and soon had the fire under control. The crew of the Welsh Prince stayed on the upper decks of the craft, which was with her main deck at the water line.

CAPTAIN'S LIPS SEALED

When the steamer Iowan arrived at Astoria, May 28, at 1:30 o'clock this afternoon she brought in a crew of officers and men whose lips were sealed in regard to the wreck. Captain La Verga, a new man in the employ of the American-Hawaiian line, was particularly "hard-boiled," and refused an audience to any one.

About 25 feet from the stem of the bow a big splash appears on the port side of the craft and more damage was done on the starboard side. The plates were cracked and the stem bent. Water was kept out of the holds on the up-river trip.

Two veteran pilots were in charge of these big ships. Edward Sullivan, the oldest pilot in the Columbia river service, was aboard the Welsh Prince, and A. B. Pieron, another old man in service, was on the bridge of the Iowan.

First advice of the collision was received from the radio of the Welsh Prince. The message was received at all coast stations, and the tug Onecenta rushed up river from Astoria in response to the S. O. S. call.

BODIES RECOVERED

All of the bodies of the dead were taken from the wreck this morning after acetylene blow torches had been used to cut apart the heavy steel girders and plates which imprisoned the men. The bodies were badly mangled and some were burned beyond recognition by the fire which broke out immediately afterward.

The coroner of Clatsop county and representatives of the marine underwriters left Astoria this morning to conduct an investigation at the scene of the collision.

The channel is not blocked by the sunken ship, according to reports received by the pilots. There is sufficient room on the lower side of the wreck to permit passage with careful navigation.

Four men deserted from the Welsh Prince Saturday night, and it was some of the men who were signed aboard the craft Sunday to fill out the places of the deserters who were caught and killed in the crash of the forecastle.

The Welsh Prince was in the regular service of the Furness-Prince line and was a 232-ton iron screw vessel operated by Sully & Co. out of Bridgewater, England. She was built in 1871 at Bristol, England.

CARRIED FULL CARGO

When the British ship left the port Sunday evening she carried a full cargo of about 2,000 tons and was loaded with her marks and drawing about 28 feet of water. About 2,000,000 feet of lumber

was loaded aboard the craft at Panhandle mill supplementing a cargo of 3500 tons of steel gathered up on the Atlantic coast.

The Welsh Prince was bound for Kobe, Osaka and Yokohama and was due back here for loading of grain to the United States in July.

The Iowan was in the regular inter-coastal service of the American-Hawaiian line and was inbound from the Atlantic coast with 400 tons of freight for this port. She is to load a full cargo of wheat, flour and lumber outbound.

INQUIRY TO BE THOROUGH

The two local United States inspectors of steam vessels will investigate the accident thoroughly. It was announced at their office in the Gaseo building this morning, and a report on their findings, which will be secret, will be forwarded to the superintendent of inspectors at San Francisco. If either of the pilots is adjudged guilty of negligence by the inspectors, charges will be filed and a suit instituted to cancel the pilot's license.

Captain W. E. McNaught, local surveyor to the board of marine underwriters, was in Astoria today. At his office in the Board of Trade building it was not known whether the board would conduct an investigation. No definite information could be given concerning the probable action of the board until Captain McNaught was heard from.

VICE CONSUL AT ALTOONA

E. M. Cherry, vice consul for Great Britain, was at Altoona, Wash., handling the situation for the British interests. Arrangements were made to bury the dead at Astoria, Wednesday, unless relatives desire some other arrangement.

The master of the Iowan was Captain La Verga, who was signed aboard the ship at San Francisco a few days ago to succeed Captain F. E. Curtis, who left for New York to become a marine underwriter in the inspector's office.

The steamer Welsh Prince, before entering the service of the Furness-Prince line, was the steamer Gienepan.

INJURED SURVIVOR OF WRECK RELATES STORY

Astoria, May 29.—One of the injured survivors of the collision in which the steamer Welsh Prince was wrecked by the Iowan last night told his story in the hospital today. He said:

"We were asleep in our bunks in the forecastle last night. I think it was about 10:45. The first thing we knew of any trouble was a great crash, a terrific upheaval and racket. I was hurt, but know enough to start heading anchor to get in the clear. The boat that rammed us crumpled in the whole starboard side of the Prince for at least 45 feet, as we saw afterward, fellows that were killed were along that side of the bow in their bunks and died, but know enough to start heading anchor to get in the clear. The boat that rammed us crumpled in the whole starboard side of the Prince for at least 45 feet, as we saw afterward, fellows that were killed were along that side of the bow in their bunks and died, but know enough to start heading anchor to get in the clear. 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