

GRAIN GROWERS OF NORTHWEST TO MEET HERE

AFFILIATION WITH NATIONAL ORGANIZATION, PURPOSE OF BIG MEETING.

SELLING PLANS DIFFER

EXECUTIVES TO TAKE UP NATIONAL RESOLUTIONS' 11 POINTS.

To consider the resolutions passed by the United States Grain Growers, Inc., setting forth the conditions under which the northwestern wheat growers' associations may become affiliated with the national organization, an important meeting of executives is to be held in The Dalles Saturday, May 14.

Among those who will attend are George C. Jewett, general manager of the Northwest Grain Growers, Associated; George A. Mansfield, president of the Oregon State Farm Bureau; C. A. Spence, grand master of the state grange; A. R. Shumway, president of the state farmers' union; and Hector MacPherson, head of the bureau of marketing of Oregon Agricultural college.

There have been differences in policies between the national organization and those of the northwest, especially in selling plans, which threatened to prevent a union of the two. When the United States Grain Growers, Inc., met in Chicago last month, a special committee was appointed to consider basic principles around which a consolidation might be effected.

This committee met and drew up a set of resolutions, consisting of 11 points. These resolutions will be considered at the meeting a week from next Saturday.

As they generally set forth the principles of the northwestern organizations, there is little doubt but that they will be approved, and the consolidation will be effected. The first step will be to secure ratification of the resolution according to the conditions of the state involved.

The resolutions in substance, provide as follows:

The first clause provides the Washington, Oregon and Idaho associations may be permitted to join the national organization on execution of a contract with the latter, incorporating the points set forth below.

First, all grain of the associated shall be marketed through the national.

Second, that such portion of the grain as may be sold for export, not to exceed one third of the total, be marketed under the direction and at the time required by the pooling committee of the national association.

Third, in consideration of the campaign of the state association to increase their memberships, the United States Grain Growers, Inc., will not present its particular form of contract, or permit growers in the northwest to sign the national contracts prior to January 1, 1924. This means the growers in Oregon, Washington

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JUDGE LANDIS TO RESIGN COURT JOB

FEDERAL COURT TO LOSE ONE OF MOST PICTURESQUE CHARACTERS.

By United Press
CHICAGO, May 4.—Kenesaw Mountain Landis will give up his job as judge of the federal court here in order to devote all of his time to his position as high baseball commissioner. His resignation, according to present indications, will take effect early in June.

It has long been known among Judge Landis' friends that he would

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LAD'S FISH POLE HITS VOLTAGE WIRE; HE'S ELECTROCUTED

CURRENT HURLS HIS BODY 150 FEET TO RIVER BELOW.

By United Press
HARRISBURG, Ore., May 4.—Twelve-year-old Edwin Jensen met a spectacular death here late yesterday when he was accidentally electrocuted and his body hurled 150 feet from a railroad trestle into the Willamette river.

The lad was fishing from the trestle with a metal-tipped rod. In whipping it back it came in contact with a trolley-wire system carrying 60,000 volts. He was instantly killed and his body catapulted through the air and into the water below.

The accident occurred in the main line of the Oregon Electric railroad.

CITY MAY VOTE ON MACADAMIZING

RESIDENTS ON UPPER STREETS ASK FOR MACADAM—COUNCIL OBJECTS.

Residents of the upper part of the city want macadam streets in front of their homes. They want the city to build these streets on a 75-25 basis, the property owners to pay the long end of the deal. The city has two objections to this proposal, however: In the first place, Mayor P. J. Stadelman is of the opinion that macadam street surfacing is a waste of money and should the upper streets of the city be surfaced in this manner, this procedure would preclude paving 10 years to come. And in the second place, the city has not sufficient funds to pay its 25 percent of the cost.

These facts were brought out last night at the regular monthly meeting of the city council, attended by a delegation of property owners from the upper sections of the city.

The city will be forced to call a special election and vote special improvement bonds if the street improvement petitions are granted, it was pointed out by councilmen.

Although no definite action was taken, the general consensus of opinion following the meeting was that the issue will be placed before the people, either at a special election or at the state special election on June 7.

AUTOMOTIVE MEN HOLD BIG BANQUET

DELEGATIONS FROM HOOD RIVER AND STATE ASSOCIATION ARE GUESTS.

With a large delegation of Hood River automobile dealers in attendance, as well as representatives from the State Automobile Dealers' association, the Wasco County Automobile Dealers' association last night was host at a banquet given at Hotel Dalles. Fifty local and visiting automobile men sat down at the banquet table.

H. R. Fancher of the local association gave a brief address, urging the establishment of the cash basis in all automobile transactions. C. A. Johnston told of the progress made in improving the new city auto park.

Among the guests were: Homer Ross of McMinnville, president of the State Automobile Dealers' association; A. H. Brown of Portland, association director, and James Castle of Portland, secretary of the state association.

H. E. Burdette, landscape architect, explained in detail the work already done on the improvement of the city auto park. Following his talk, dealers who had seen the partly-completed park agreed that The Dalles will have one of the best equipped and most artistic auto parks in the west, if present plans are carried out.

BUFORD'S BOATS SNATCH DYING FROM SEA GRAVE

EIGHT DIE IN SHIP'S FIRE—65 SURVIVORS ARE LANDED.

BLAZE BELIEVED OUT

FLARES SECOND TIME, HOWEVER, IGNITES NITRATE, EXPLOSION FOLLOWS.

By United Press
SEATTLE, Wash., May 4.—Sixty-five survivors of the Japanese steamship Tokuyo Maru, which burned at sea off the northern Oregon coast Monday night, were safe in Seattle today. They arrived here last night aboard the army transport Buford, which reported eight dead from the disaster.

To the bravery and superb seamanship of Captain L. R. M. Kerr, Third Officer O. Litchen and Fourth Officer A. Erickson of the Buford, belongs the credit for rescuing 22 of the 65 survivors. The twenty-two, unable to get into lifeboats, were snatched from the water by the Buford's boats, commanded by Litchen and Erickson.

Fire started in the Tokuyo early Monday morning. Captain Suzuki ordered the ship turned back to the mouth of the Columbia. All hands fought the flames and the fire was declared out. On resuming her cruise the ship again burst into flames, this time reaching a bunker filled

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FEINERS KILL POLICEMAN; WOUND ANOTHER IN RUSH

By United Press
GLASGOW, May 4.—Sinn Feiners today killed one police officer and wounded another in an attempt to take a colleague, Frank Somers from custody.

Somers was being transferred from court to jail in a heavily guarded patrol wagon, when Sinn Feiners rushed the conveyance. One inspector was killed and a detective wounded.

GERMAN PLANTS ARE SUBSIDIZED

TEUTON MANUFACTORIES, THUS ABLE TO UNDER-SELL U. S. CLAIM.

By John M. Gleissner
(United News Staff Correspondent)
WASHINGTON, May 4.—German manufacturers are able to under-sell their American competitors because of large indirect subsidies from the government, according to Secretary of Commerce Herbert Hoover.

He described the German industrial situation as revealed by a study by the department of commerce, in testifying Tuesday before the house ways and means committee on the tariff bill.

Hoover said that out of a total German budget of 80,000,000,000 marks some 59,000,000,000 marks were practically a subsidy to industry in artificially low prices for German goods. The government he explained pays railroad operating deficiencies losses from the operation of utilities and maintains living costs at a low point by buying food and selling it below cost.

This process keeps down production costs, he said, but cannot continue indefinitely, because the government is meeting the expense largely by the issuance of paper money, which eventually would bring inflation to the bursting point.

"German steel and other commodities are being offered at prices with which no government can compete," Hoover said. "The government pays three-fourths of the charges of production. It is existing by printing

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ALLIES DEMAND \$33,750,000,000 FROM GERMANY

TEUTONS MUST MAKE ANNUAL PAYMENTS OF \$500,000,000 TERMS.

INVASION IS PENALTY

RUHR WILL BE SEIZED UNLESS GERMANY ACCEPTS REPARATIONS.

Final Ultimatum.
* Allies demand \$33,750,000,000 *
* (present value.) *
* Payment. *
* Three classes of gold bonds *
* bearing five percent interest. *
* One issue to be delivered July 1, *
* the second in November and the *
* third as an allied commission be- *
* lieves desirable. *
* German exportations taxed *
* 25 or 26 percent, expected to *
* yield \$500,000,000 a year. *
* Germany to make annual pay- *
* ments of \$500,000,000 and to pay *
* \$250,000,000 within three months. *
* Penalty. *
* Invasion of the Ruhr district *
* with gradually increasing pres- *
* sure. Possibly a naval demon- *
* stration before German ports. *

By Ed L. Keen
(United Press Staff Correspondent)
LONDON, May 4.—The allies today prepared to submit a final proposal to Germany for settlement of the world war.

With a demand that Germany pay \$33,750,000,000 to the allied countries, the supreme council notified Berlin that penalties will be exacted if the terms are not accepted by midnight of a certain day, believed to be May 12.

The supreme council's note, providing for payment of the debt by bond issues and exacting an export tax, was to be transmitted to Berlin by the allied reparations commission which

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SHIP AGROUND CALLS FOR HELP

TROUBLE WITH STEERING GEAR, CAUSE IN LITTLE DANGER.

By United Press
SAN FRANCISCO, May 4.—Trouble with the steering gear caused the Santa Alicia to run aground at Marrowstone point, according to the marine department of the San Francisco Chamber of Commerce. Advice received here today gave the impression that the crew was in little danger.

The message said that lighters would be drawn alongside and the cargo taken off, after which it is believed she could be floated.

The Santa Alicia had aboard 3,000 tons of ore for smelters. Up until noon, officers of the W. R. Grace company, owners of the vessel, had received no details of the accident.

SEATTLE, Wash., May 4.—Wireless calls for assistance were sent out shortly after 2:30 o'clock this morning by the W. R. Grace steamship Santa Alicia. The vessel is reported aground and in distress at Marrowstone point near Port Townsend. The Santa Alicia was inbound San Francisco to Seattle.

ASTORIA, Or., May 4.—The Santa Alicia, reported aground and in distress near Port Townsend, passed the mouth of the Columbia bound northward early yesterday. She was one of the ships which had been standing by the ill-fated Tokuyo Maru, which burned to the water's edge and sank.

MCARTHUR TO FIGHT FOR WEST COAST NAVAL DEFENSES

BREMERTON, SAN DIEGO, MARE ISLAND, COLUMBIA MOUTH FACILITIES NEEDED.

(Chronicle's Washington Bureau)
WASHINGTON, May 4.—"The navy is our first line of defense, and hence it is of vital importance that we maintain powerful fleets, and adequate shore facilities on both oceans," declared Representative C. N. McArthur today in announcing his intentions of renewing his fight before congress for ample naval protection for the Columbia river.

"At the present time there are ample shore facilities on the Atlantic coast, but the yards, docks and other shore accommodations on the Pacific are entirely inadequate," continued Mr. McArthur. "The government has spent much money in the development of fortifications and equipment at Pearl Harbor and in the Hawaiian Islands, and this, of

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NEGRESS CALM IN TILT FOR MILLIONS

REFUSES TO GET EXCITED OVER WINNING OIL CASE.

By Harry C. Taylor
(United Press Staff Correspondent)
DALLAS, Tex., May 4.—A negress today sat in a tumbledown shack in the negro quarter, stoically refusing to get excited over a battle involving millions of dollars, which attorneys are waging about her claims to oil lands.

Lillie Taylor, the negress, explained to newspapermen that her "health is purely, and besides I ain't no hand to talk no-how."

She merely shrugged her shoulders when informed that the Louisiana supreme court had upheld her title to oil fields near Homer, which have already produced almost \$6,000,000 worth of oil.

Suit pending in the circuit court of appeals of New Orleans will complete the establishment of her title, if she wins, and will probably make her the richest negress in the world.

TUG MAY HAVE SUNK IN STORM

NO WORD COMES TO EXPLAIN DISAPPEARANCE MONTH AGO.

By United News
SAN FRANCISCO, May 4.—Naval officers here today recalled the mysterious disappearance of the Collier Cyclops when no word was received in regard to the naval tug Conestoga, now 37 days out from Mare Island, en route to Pearl Harbor.

The Conestoga left here on March 27 towing a barge. At the last report received at the naval headquarters on April 8, the commander, Lieutenant E. L. Jones, said that the tug was trying to ride out a hurricane, 500 miles from Honolulu. Her tow had broken loose and she was trying to locate it, the message said.

Since that day, now nearly a month ago, no word has come from the ship. Dispatches from Washington received at naval headquarters here have ordered a fleet of vessels to go from Honolulu in search of the Conestoga. A squadron of seaplanes will accompany them to aid in the search.

Fear that the tug had been lost in the hurricane was expressed here by seafaring men familiar with conditions in Hawaiian waters.

Lieutenant E. L. Jones, commanding officer, is said to be from Boston where the records show that he lived with his parents prior to his entrance into the service.

Boatswain F. L. Reingold, executive officer, is from Portsmouth, Va.

U. S. NAVY TO MASS SHORTLY IN PACIFIC SEA

EVERY SHIP TO CONCENTRATE ON WEST COAST, SAYS OFFICER.

HARDING MAY REVIEW

LENGTH OF MOBILIZATION IN WESTERN OCEAN NOT DIVULGED.

(Chronicle's Washington Bureau)
WASHINGTON, May 4.—Every fighting ship and all supply ships of the United States navy will mass together on the Pacific coast within the next four months.

This statement was made today on the authority of one of the highest naval officials in Washington.

Just how long this mobilization in the western ocean will last no one here can even guess, but it is likely to be for the most of the summer. It has been suggested that the concentration may coincide with the proposed trip of President Harding to Alaska and several cities on the coast.

If such is the case, the president will probably review this greatest naval pageant of any time in the history of the United States.

WAGE CONTROVERSY KEEPS SEAMEN ON STRIKE

By United Press
WASHINGTON, May 4.—With differences over working conditions practically adjusted, the wage controversy today threatened to defeat efforts to mediate the seamen's strike.

IT DOESN'T PAY TO ARGUE WITH STONE POLICEMEN

* It doesn't pay to argue with *
* a policeman. *
* J. D. McClain, local grocer, *
* today admits the truth of this *
* police court proverb, following *
* a tangle this morning with the *
* stone policeman doing traffic *
* duty at the intersection of *
* Third and Court streets. Mc- *
* Clain was driving his automo- *
* bile south on Court street and *
* took his eyes off the road for a *
* second to wave at Chief of Po- *
* lice Frank Heater, who was bus- *
* ily engaged in watering the city *
* hall lawn. The next instant *
* automobile and concrete cop *
* met, to the damage of each. *
* "The cop was overturned, *
* breaking electric light wiring *
* connections and seriously dam- *
* aging its stony exterior. *
* "No, my car wasn't very bad- *
* ly damaged," McClain explained, *
* following the accident. "Aside *
* from two broken springs, a bad- *
* ly twisted frame, several smash- *
* ed fenders, a smashed running *
* board and possible internal in- *
* juries, it seems to be in pretty *
* good shape." *

17 ARE KILLED BY POLISH RIOTERS

DISTRICT QUIETED BY ITALIAN TROOPS WHO SUFFER CASUALTIES.

By United Press
BERLIN, May 4.—Seventeen persons were killed at Antonienhuette, upper Silesia, yesterday by Polish rioters, according to reports here today.

The district was said to have been quieted by Italian troops who suffered some casualties.

The disturbance grew out of false reports that certain portions of upper Silesia had been awarded to Poland by the allied supreme council.