

The Oregon Statesman

The Statesman receives the leased wire report of the Associated Press, the greatest and most reliable press association in the world.

THE WEATHER

Fair, warmer east, cooler west portion.

SIXTY-NINTH YEAR

SALEM, OREGON, THURSDAY MORNING, AUGUST 7, 1919.

BIG MEAT PACKERS ARE SUED

Armour, Swift, Morris, Wilson and Cudahy Defendants in Anti-Trust Actions by Government in Connection With Living Investigation

H. C. OF L. PROBE BEGUN IN EARNEST BY BOARD

Hope of Jail Sentence is Indicated by Government—Plans of Getting Profiteers on Food Outlined

WASHINGTON, Aug. 6.—Anti-trust suits against the great meat packing firms were announced today by Attorney General Palmer as the first concrete development of the government's campaign to reduce the high cost of living.

Armour, Swift, Morris, Wilson and Cudahy, who have been pictured in the investigations of the federal trade commission and before congressional committees as a great combination in control of food products, are to be haled again before the federal courts by special prosecutors.

The evidence in hand, Attorney General Palmer declared, indicated "a clear violation of the anti-trust laws."

Whether the prosecutions will be civil or criminal the attorney general declined to state, merely recalling that the law provided for both.

Jail Sentences Hoped.

The history of all the government anti-trust prosecutions in 25 years does not show a single individual ever serving a jail sentence for violation. There are evidences that the government hopes for some in the present campaign.

While he was announcing prosecutions of the packers, Attorney General Palmer was unleashing his special agents on a country-wide trail of profiteering and food hoarding. The prosecutions come under the food control law.

All United States attorneys were instructed to ferret out food hoards and libel them under federal law.

"This is the most important business before the country today," announced the attorney general, "and I propose to have the law enforcement machinery of the government sidetrack everything for this job."

President on Job.

President Wilson continued to give close attention to the food cost problem and declared a proposal to postpone his address to congress until Tuesday next week instead of this Friday.

Republican Floor Leader Mondell of the house suggested the postponement because of the absence of members from Washington, but the president declined in the following letter to the Republican leader.

There was intimation from the white house as to the nature of the recommendations the president would make in addressing congress. From the trend of the government's activities in an attempt to solve the living cost problem, however, in the view of several officials, the president

(Continued on page 4)

THREE SUGAR MEN TAKEN PROFITEERING CHARGE EVIDENCE IS VALUABLE

PITTSBURGH, Aug. 6.—Valuable evidence has been found of alleged profiteering, Special Agent Edgar K. Speer, of the department of justice said tonight, following the arrest today of three officials of the Central Sugar company's branch office for alleged sugar profiteering. It is charged that the company sold sugar during the last week at 14 cents a pound wholesale.

The men are charged with conspiracy to violate section 4 of the food act of congress which holds it unlawful to charge unreasonable prices for the necessities of life. A hearing for the men who were released under \$2,000 bonds each will be held August 8.

ASK PRESIDENT SAYS LANSING TO COMMITTEE

Secretary Believes Treaty as Whole Carries Out 14 Points

SHANTUNG DISCUSSED Kaiser's Trial Thought Impossible; Reparations Not Favored

WASHINGTON, Aug. 6.—Secretary Lansing before the senate foreign relations committee today, expressed the opinion that the Shantung provision of the peace treaty did not square with President Wilson's enunciated principle of self-determination, but maintained that the treaty as a whole carried out "substantially" the president's 14 points.

Declaring his unfamiliarity with many details of the peace negotiations and of the treaty itself, the secretary told the committee he was unable to answer many of its questions and reminded senators in answering others that he merely was expressing his own personal views.

"Ask Wilson" Says Secretary

"Ask the president," the secretary said when pressed for details of the Shantung and league of nations negotiations. On three of the points raised he asked permission to refresh his memory and make a statement to the committee later, and when he was asked for detailed construction of the labor and reparations clauses he protested that he could not be expected to carry the minutiae of an 80,000-word document in his mind, and reminded the committee it was much easier "to ask questions prepared beforehand" than to answer them offhand.

Mr. Lansing said that in his opinion Japan probably would have signed the treaty without the Shantung provision; that the United States should ask no part of German reparations; that the mutual guarantee of territorial integrity from external aggression has contained in article 10 of the league covenant imposed a moral obligation but not a legal one.

Aviators Make Pictures of Fleet for Newspapers

SAN FRANCISCO, Aug. 6.—Captain Lowell H. Smith and Lieutenant H. A. Harverson, army aviators, reached here late today in an airplane carrying photographs made of the new Pacific fleet off the Coronado islands yesterday for publication in newspapers. The aviators left San Diego this morning.

They were forced to descend at Hanford, Cal., by engine trouble which delayed them four hours.

UNION'S CURE FOR H.C.L. UP TO CONGRESS

Firing Squad for Profiteers May Become Necessary Say Brotherhoods in Submitting New Measure

COMMITTEE CONSIDERS BILL IS TOO RADICAL

Threats Denied by Labor Men But Revolution is Hinted At

WASHINGTON, Aug. 6.—Organized labor's remedy for the high cost of living—a bill that would turn over the railroads to the public, operating officials and labor—was presented to congress today by men high in the council of the organization, who declared with utmost frankness conditions were so desperate it might be necessary to advocate a firing squad for profiteers.

Radicalism Pointed Out

With equal frankness members of house interstate commerce committee indicated during the examination of Warren S. Stone, grand chief of the Brotherhood of Railway Locomotive Engineers, and Frank Morrison, secretary of the American Federation of Labor, that the bill, embodying what has come to be known as the Plumb plan, was too radical and failed to strike at the high price evil against which people throughout the country are clamoring.

It was offered with the assurance of labor leaders that it would cut down high prices of commodities because of the reduction in rates which would follow the elimination of private capital from the railroad companies.

Threats Denied

During the long discussion, the labor leaders made strong denial of reports that they are attempting to intimidate congress by threats to strike or chop off the political heads of members voting contrary to their desires.

There was a broad intimation that the public ownership plan if not enacted into law, would be taken to the convention of the two big parties next year with the hope of having its endorsement written into the platform.

Revolution Hinted At

Warning was sounded by Secretary Morrison that the burden of the leaders might be too heavy—that they might be unable during their period of unrest to control the workers—in which case, he declared, there would be a general strike to the extent of general strikes.

8 ARMY PLANES REACH MEDFORD

Local Patrol Machines Join Fleet on Way Here from Mather Field

MEDFORD, Or., Aug. 6.—Eight army planes to form the forest fire patrol in Oregon, arrived unexpectedly in Medford tonight. Six flew from Mather field, Sacramento, making the trip in three hours and 40 minutes. The others, piloted respectively by Lieutenant Kiel and Sergeant McKee, arrived from Eugene and Okechok, when this is done he will fly through Montana, Idaho and to the Canadian border to assist the forest service in establishing similar forest fire patrols throughout these sections.

FIRMS ENDORSE MEDIATION PLAN

Large Employers of City Fall in With Plan to End Labor Troubles

Employers interviewed yesterday relative to the establishment in Salem of a mediation board for the settling of local labor differences were unanimously in favor of the move, according to the members of the committee canvassing the employers. The firms seen yesterday were the largest employers in the city and have all given the plan their hearty endorsement, it is said.

A meeting is to be held at an early date at which the council will be formed and the movement officially put in operation.

COUPLE MARRIED BUT NOT TO EACH OTHER BOTH ARE IN CUSTODY

PORTLAND, Aug. 6.—H. A. Hurlburt of Pocatello, Idaho, was held here today on a charge of violating the Mann white slave act, following his arrest by a federal deputy marshal. The police also held Mrs. Madison, also of Pocatello, whom Hurlburt was alleged to have brought to Portland. Both Hurlburt and the woman are married, according to the police and each has one child. Before coming here Hurlburt was a deputy sheriff, acting as depot policeman at Pocatello. Mrs. Madison will be held as a witness against him, it was said. Both were released on \$2500 bail.

ROAD WORK IN STATE IS OUT TO LOW POINT

High Cost of Materials and Labors Causes Commission to Limit Work

BIDS ARE TURNED DOWN Question Arises as to Authority Under Bean-Barrett Enactment

Because of the high cost of material and labor, the highway commission today signified its intention of curtailing highway construction, and pending a decline in both the commission probably will award contracts for the construction of only main line and co-operative projects.

Such a decision was reached by the commission following the tabulation of bids submitted yesterday for a considerable number of projects, it developing that the advancing cost of materials and labor had resulted in a number of bids being much higher than the estimates of the commission's engineering department.

Philip Dater, representing the government, told the commission that in view of the rise in price of materials and labor he desired it to reconsider with him all co-operative projects agreed upon, and it is barely possible that this afternoon will result in the construction of a number of these projects being deferred.

Several Bids Rejected

Several bids were rejected by the commission today because they were considered too high, and others were referred for the same reason to the engineering department. Among those rejected was a bid for paving the Astoria-Seaside section, a 14-mile project.

The commission also is confronted with the possibility of setting aside \$3,500,000 of state funds to match the government in the construction of highway projects, and this was another reason why the commission concluded to slow up on construction work.

A question has arisen whether the Bean-Barrett act, passed in 1917, is broad enough to permit the issuance of bonds to match the government on its projects for since its enactment the sums allotted by the government for cooperative projects have been materially increased.

The question has been put up to Attorney General Brown and should he rule that funds to match the government's allotment can not be obtained under the Bean-Barrett act it will be incumbent upon the commission to supply them under the general bonding act, passed by the last session.

Project Award Made

Following are the projects for which contracts were awarded today: Slake road, Pass-Wolfe Creek section, Warren Construction company, \$40,125; Baker-Haines section, F. C. Oxman, \$96,074.32; Canyonville-Myrtle creek section, H. J. Hilderbrand, \$85,950; Butte creek section, J. G. F. Clarkson, \$47,743; Salem-Brooks section, Blake-Compton company, \$92,455.80; Yonella section, Albert Anderson, \$97,820; Athena-Milton section, Warren Construction company, \$250,949.25.

Besides the Astoria-Seaside project, the commission rejected the bid for the Bend-Jefferson section and referred the Roseburg-Wilbur, Canyonville-Gatesville, Yamhill-Gaston, Divide-Douglas county, Lone Pine-Hot lake and Rainier City projects to the engineering department. Most of the projects referred will probably be rejected.

The bridge contracts awarded were: Three bridges over Neil creek in Jackson county Frost Jordan \$14,078.75; three wood spans over the John Day in Wheeler county, J. F. Clarkson, \$17,785.

Portland Yard Launches Thirty-Third Steel Hull

PORTLAND, Or., Aug. 6.—The 8,800 steel steamship Raritan, 33rd vessel of her type to be launched from the plant of the Northwest Steel company, took to the water today. Three more vessels of the same type are still on the ways of the plant.

COAST OPENS ARMS TO FLEET

PROGRAM OF WELCOME IS ELABORATE

Great Dreadnaughts and Battles of Varying Size Wait at Los Coronados on Eve of Official Home Coming

HUNDREDS OF BOATS PAY UNOFFICIAL CALL

Huge Craft in Gala Dress for Review Before Secretary Daniels

SAN DIEGO, Cal., Aug. 6.—The Pacific fleet of American dreadnaughts became a reality today when six of the heaviest line battleships, in command of Admiral Hugh Rodman, slipped their anchors off Los Coronados islands and made ready to receive tomorrow a welcome to their new home in the waters of the Pacific from Secretary of the Navy Daniels and the people of the western coast. Secretary Daniels reached San Diego tonight and went over the final plans for the reviewing of the naval parade off Coronado Beach tomorrow morning.

The six dreadnaughts—the largest class of the fighting line of the United States navy—were the flagship New Mexico, Mississippi, Wyoming, Arkansas, New York and Texas, and with them came over a score of destroyers with their mother ship, the scout cruiser Birmingham. The older warships, Georgia and Vermont and the cruiser Montana were already ready at anchor off Los Coronados when Admiral Rodman's armada arrived.

Admiral Rodman's fighting ships, the first dreadnaughts to visit the Pacific shores, had steamed almost steadily for 18 days on a five thousand mile voyage from Hampton Roads, Va.

Veterans Head List

Four of the dreadnaughts, the New York, Texas, Arkansas and Wyoming, composed the major part of Admiral Rodman's sixth battle squadron which was one of the fast wings of Admiral Sir David Beatty's grand sea fleet which pinned the Germans in their holes behind Heligoland.

The echo of the anchor chains had scarcely ceased to dawn as the big ships came to anchor when scores of jacks were hoisted on ladders and began the task of painting the ships sides. The turrets and the big guns as well as masts and hatchways all came in for a bright coat of gray. Decks were holystoned and the bright work was polished and nightfall found the war vessels in readiness for the review.

News that Admiral Rodman's fleet was lying off Los Coronados was sent to San Diego earlier in the day and there was a constant procession of motorboats bearing sightseers that braved the swell outside the harbor in order to get an early view of the fighting ships. The motor boats darted in and about the war vessels like a pilot fish about a shark and causing Captain Twining, chief of staff on board the New Mexico to remark:

"We must be getting an unofficial reception."

Officers Visit Rodman

Though Admiral Rodman had signalled an order on anchorage that commanders of other warships need not pay their respects or come aboard, many visits were paid by the ship's officers to the commander in chief during the day.

FIRE DESTROYS LUMBER PLANT

Bissell Mill, Seattle, is Burned at Loss of \$350,000—Half Insured

SEATTLE, Aug. 6.—Fire, believed to have been caused by a cigarette destroyed tonight the mill of the Bissell Lumber company, adjoining the southern city limits, and a stock of lumber, the total loss being estimated at \$350,000. Half of the loss, it was said, was covered by insurance. Nearly \$2,000,000 worth of supplies belonging to the Russian commission on ways and means nearby, were endangered for a time. Apparatus from the Seattle fire department assisted employees in fighting the flames. Three freight cars also were destroyed.

THE FLEET

The following ships and their commanding officers were present last night off Los Coronados:

New Mexico, Captain A. L. Willard.
Mississippi, Captain W. F. Moffatt.
New York, Captain W. V. Pratt.
Texas, Captain H. F. Schofield.
Wyoming, Captain H. H. Christy.
Arkansas, Captain L. R. DeStiegar.
Georgia, Captain L. C. Palmer.
Vermont, Captain C. F. Clark.
Birmingham, Captain F. T. Evans.
Montana, Captain G. C. Day.
Yarnall, Commander W. F. Halsey.
Rathburne, Commander T. A. Symington.
Wicks, Commander J. S. Barleon.
Woolsey, Commander F. V. McNair.
Dent, Lieut. Commander E. C. Wickham.
Elliott, Lieut. Commander E. L. Gunther.
Tarbell, Commander H. Powell.
Lamberton, Lieut. Commander Slinguff.
Radford, Lieut. Commander A. S. Carpenter.
Montgomery, Lieut. Commander J. C. Jennings.
Breese, Lieut. Commander J. M. B. Smith.
Gamble, Commander R. Jacobs.
Ramsay, H. H. Norton, no rank.
Buchanan, Lieut. Commander H. H. Benson.
Philip, Lieut. Commander Struther.
Aaron Ward, Commander R. A. Spruance.
Waters, Lieut. Commander J. F. Shafroth.
Boggs, Commander H. V. McKittrick.
Ward, Commander M. S. Davis.
Palmer, Commander R. R. Stewart.
Thatcher, L. P. Treadwell, commander.
Walker, Lieut. Commander J. F. Meigs.
Crosby, Lieut. Commander F. T. Verry.
Ludlow, Commander H. K. Kewitt.

ADMIRAL IN COMMAND IS HERO OF WAR

It's Sir Hugh Rodman According to His Intimate Friend King George Who Conferred Knighthood

WORK IN NORTH SEA DESCRIBED IN DETAIL

Praise for American and British Navies Freely Bestowed

ABOARD FLAGSHIP NEW MEXICO, OFF LOS CORONADOS, Aug. 6.—(By The Associated Press)—Admiral Hugh Rodman, commander of the Pacific fleet, swung himself down the ladder that led from the high bridge of the flagship New Mexico and stepping briskly to the quarter deck went to his cabin where he eased himself in a big arm chair. He had observed with keen eye the great fleet under his orders, as it dropped its mudhooks overboard off Los Coronados. Turning to his desk on which were autographed photographs of the king and queen of Belgium, King George of England and President Wilson—tokens of appreciation for what the admiral and his six battle squadrons had done in aiding the British navy to lock the Germans behind Heligoland light—Admiral Rodman became reminiscent and consented to tell of the work of the sixth battle squadron, four of whose ships, the Wyoming, Arkansas, New York and Texas—are now with the Pacific fleet.

"The American fleet left for England in November, 1917," said Admiral Rodman, "and we did not get back until the following December. After rounding Cape Wrath we joined Sir David Beatty's grand sea fleet in Scapa Flow and were immediately assigned to a plane of honor, that of one of the two fast wings of the British fleet. From the time we joined Sir David Beatty's forces until we left the American warships duty in the North Sea with the British fleet as a whole and not infrequently we worked in smaller detachments in convoy work and scouting, but always with a mixed force of British and American ships on which occasions I had two or three British admirals under my command."

British Fleet Landed

"Let me say this right here," added Admiral Rodman, "had it not been for the British fleet the war would have been won in six months and in favor of Germany unqualifiedly. The British fleet has been the backbone upon which the security of the British empire rests."

The admiral's blue eyes sparkled with evident delight when he told of the amazement with which the British beheld the efficiency and celerity with which the American fleet worked in conjunction with the British navy.

"There are also things which the British venerate above everything else—that is royalty and the British navy. When I became part of the grand sea fleet and when we proved our efficiency we were given every confidence. They gave us their signature."

(Continued on page 4)

FIRE WIPES OUT TOWN IN NEVADA

Business Buildings and Warehouses Burn—Blaze Still Going Strong

RENO, Nev., Aug. 6.—One entire block, including the Lafayette and Martin hotels, the Hoskins warehouse and other warehouses across the street, were destroyed in a fire at Winnemucca tonight. All wires are down, the fire still burning.

Fourth Steamer Assigned to Portland-Orient Line

PORTLAND, Aug. 6.—Announcement was made today by C. D. Kennedy, representative here of the division of operations of the federal shipping board of the assignment of the 9,500-ton steamer Montague to the Pacific Steamship company for its Portland-Orient line. The Montague is now nearing completion at Vancouver, Wash. She is the fourth steamer to be assigned to the Portland-Orient line.

LAWLER BOMB OUTRAGE SUSPECT LEAPS FROM WINDOW TO DEATH

Charles McGwire, Engineer for Public Utilities, Escapes From Two Detectives and Jumps From Eleventh Floor to Pavement—Had Been Told by District Attorney of Request for His Indictment

LOS ANGELES, Cal., Aug. 6.—The county grand jury convenes, charging him with complicity in the outrage, according to officers who were present. McGwire denied any knowledge of the affair, but when Mr. Woolwine left his office for a moment, McGwire, it is said, attacked the detectives and leaped from the window.

Death Comes Quickly

McGwire was dead when picked up. The dead man, who was assistant chief engineer for the Los Angeles board of public utilities, was connected in litigation over a will here recently in which Mr. Lawler represented the opposing faction and which was decided in Mr. Lawler's favor.

WARNING AGAINST INTERFERENCE WITH MAIL GIVEN TO STRIKING SHOPMEN BY DISTRICT ATTORNEY

CHICAGO, Aug. 6.—Leaders of the Chicago district council of the Federated Railway Shopmen's union said tonight that at conservative estimates 275,000 shopmen were on strike through the country and that the movement was spreading. They declared that no compromise would be countenanced by the organization and that so far as they knew no mail trains had been interfered with.

Assistant District Attorney Roy

said that evidence of interference with the mail train schedules would bring action against persons responsible for calling the strike. He also said he had questioned several representatives of the shopmen today.

Bank and File Caused Strike

L. M. Hawver, president of the district council said so far as he knew none of the shopmen had been summoned by the district attorney

or questioned. As to responsibility for the strike, he said, the rank and file had demanded a strike in spite of the wishes of their grand lodge officers and that the men were determined to remain on strike, until their demands for 85 cents an hour for mechanics and 60 cents for helpers had been granted.

STRIKE CUTS DOWN WHEAT ARRIVALS TO 200 CARS

KANSAS CITY, Mo., Aug. 6.—Railroads bringing wheat into Kansas City must curtail their daily arrivals to two hundred cars, compared with the former daily average wheat movement to this market of 850 cars. Officials of the Kansas City Terminal Railway company announced late today. The fact that all railroad shopmen here are on strike is assigned as the reason for the order.