

### SHIPPING BOARD WILL FOLLOW OUT ORDERS OF COURT

Washington, Feb. 13.—Referring to the injunction asked by William Randolph Hearst in the District of Columbia supreme court today, to prevent the sale of 36 former German liners at public auction next Monday, Chairman Payne of the United States shipping board, this afternoon made the following reply:

"The board will, of course, pay the utmost respect to any action of the court. Since the law placed the power to sell ships in the board, it is probable that when the court is placed in possession of the facts, the order to show cause will be set aside."

"I have not seen the complaint which Mr. Hearst has filed, and can of course make no comment. It would be a public calamity not to be able to sell the ships after the wide publicity has been given to the proposed sale. The board will give careful consideration to the whole matter and act as the circumstances may require. My recommendation will be that we proceed with the auction and tentatively receive the highest bids possible and then defer action as to their acceptance until the matter is disposed of by the court."

**Danger Pointed Out.**  
Mr. Hearst, through his attorney, former Governor Folk of Missouri, former Senator Bailey of Texas, former Acting Judge Advocate General Ansell and William A. DeFord, told the court that irreparable injury would be done the United States and its people and taxpayers if the sale were allowed to proceed next Monday.

He charged that unless the court intervened vessels worth more than \$100,000,000 would be sold for a much smaller figure.

Aside from the financial loss to the government, Mr. Hearst said, the sale of the vessels would destroy the "army transport reserve immediately available in case of emergency." He also alleges that the shipping board was abusing its power in ordering the sale.

#### Payne Denies Charge.

Senator Randall, democrat, Louisiana, told the senate it was "ridiculous to think that the shipping board would sell the fleet at the price quoted by Senator Jones and Senator King, democrat, Utah, announced that while the debate was in progress he had talked with Chairman Payne of the shipping board on the telephone and that Mr. Payne had told him that the "charge is an absolute falsehood and that no secret agreement had been arranged for the sale of the fleet."

"I talked to the board in telephone this morning," said Senator Jones, "and they advised me that they simply proposed to open bids and consider proposals Monday. After that they proposed to take into consideration all of the circumstances and decide whether they will accept any of the bids or refuse all of them."

Asked by Senator Borah, republican, Idaho, whether he had inquired specifically about the reported undertaking with the Mercantile Marine corporation, Senator Jones replied:

"I did not and I do not believe there is any truth in the report. The administration officials are not of my party, but I believe they are honest men and patriotic citizens. I feel satisfied they have not entered into any such an undertaking."

"I have been told that from surveys made the board believes it will cost from \$50,000,000 to \$50,000,000 to put these ships in proper condition. I think that is an administration matter and I have confidence that it will be decided wisely."

Senator Jones added that Chairman Payne several days ago had requested a hearing before the commerce committee to explain the whole situation.

While the debate was proceeding in the senate, Representative Mead, democrat, New York, made public a letter from Chairman Payne explaining the reasons for the sale of the ships. It will be written that Chairman Payne had written a similar letter to President Wilson.

The letter to Representative Mead follows:

**Mead's Letter Cited.**  
"Answering your inquiry re-sale of the ex-German passenger ships, the reasons were principally these:

"1—It is the opinion of the shipping board that we will probably not be able to operate passenger ships under prohibition successfully in competition with foreign ships which sell liquor. The reason why is: In December we fitted out the Moccasin to sail to South America. Her berths were all sold. When I announced that in view of the policy of congress of the country, government ships would not be permitted to sell liquor one-half of the sailings were immediately cancelled.

"2—We advertised the ex-German ships and for twenty were offered \$10,000,000. We had a careful calculation made as to the cost of recon- ditioning these ships for passenger service, and reached the sum of \$17,000,000. In view of the present situation, it did not seem to us that we were justified in incurring so large an expense.

"3—Conditions in the shipping world are such that it is our conviction that there will never be a time when we can sell ships to greater advantage than now, and since it is our conviction that the ships can be successfully operated in private ownership, we believe the sale should be made.

"4—Two conditions are insisted upon by the board: (a) That the ships shall remain under the American flag; (b) That they are to be sailed in the routes indicated by the shipping board. This, we believe will adequately protect the United States."

Commodore W. E. Longfellow, first aid expert from national headquarters of the American Red Cross, will be in Idaho, Oregon and Washington during the latter part of February and March.

### RAILWAY STRIKE AVERTED, BELIEF IN CAPITAL TODAY

Washington, Feb. 13.—Indications that there would be no independent strike of railroad trainmen were given late today when President W. G. Lee announced, after a lengthy conversation with Director General Hines that his organization was "bound by the white house decision" applicable to all the railroad unions. The trainmen had acted independently in cancelling their wage contract effective...

"Mr. Lee said he had given Mr. Hines the trainmen's reply in the wage negotiations and would not see the director general again. There will be a meeting tonight or tomorrow of the trainmen's committee, after which they will go home."

### DEAD RELIEF WORKERS CARED FOR BY FRENCH

Constantinople, Feb. 13.—Jesse B. Jackson, American consul at Aleppo, Syria, has sent a dispatch to Rear Admiral Mark L. Bristol, commander of the United States naval forces in Turkey, saying that the French authorities report that the bodies of two Americans and two Syrian Christians were taken at Aintab, Syria, by French troops after they had been killed in a fight with Turkish bandits recently.

As yet, according to the dispatch, neither of the Americans has been identified as James Perry or Frank S. Johnson, representatives of the American Y. M. C. A., reported killed near Aintab. Mr. Johnson's wife is safe in Aleppo, while Mr. Perry's wife and two children are in Constantinople.

Mr. Johnson's home is in Bucyrus, Ohio. He is a graduate of the University of Minnesota and was decorated five times during the war by the "french for rescuing wounded under fire."

Mr. Perry's home is Camden, Maine. He is a graduate of Colby college.

Mr. Jackson's report says the two Americans and two Syrians were in a motor car ahead of a supply train, and that they were shot by villagers of Beeshguez, who planned to rob the train.

### Chamberlain Says Bill on Training Must Live

Washington, Feb. 13.—Universal military training cannot be "side-tracked" in congress, Senator Chamberlain, democrat, Oregon, former chairman of the senate military committee, warned the senate today.

The house democrats were charged by Senator Chamberlain with "taking to the woods" on the training issue and he expressed hope that any move in that direction by republican leaders would fail.

To complete arrangements for the auto show members of the Salem Automobile Dealers association will meet at the Commercial club Saturday evening at eight o'clock. All members are urged to attend.

#### FIREMEN STRIKE

Vancouver, B. C., Feb. 13.—Nine members of the North Vancouver fire department, including J. E. Sparks, department captain, went on strike here today. They charged they were discriminated against in the matter of wage increases. The city council will advertise for men to fill the vacancies, it was said.

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### \$10,000 ASKED BY ST. PAUL RESIDENT

Alleging that the Oregon Electric railway operated under the direction of Walker D. Hines, director general of railroads, had maintained a dangerous "scissors" crossing at Scollard, Emile Van Damme has filed suit for \$10,000 damages against the directorship and the Oregon Electric.

Van Damme alleges that because of the dangerous situation of the crossing at Scollard, his car was struck by a Woodburn-West Woodburn train on December 5, 1919, causing permanent injury to and disfigurement of plaintiff's features in addition to shock and other injuries. The car driven by Mr. Van Damme was valued at \$1000 and is alleged to have been totally demolished.

The complaint alleges that as a result of the accident, Van Damme was confined to a hospital for several weeks in addition to temporarily incapacitating him from performance of his regular duties.

As special damages, the sum of \$600 is asked for in addition to the \$10,000 punitive damages named.

Mr. Van Damme is a farmer, residing near St. Paul. The suit is filed through the offices of Carey F. Martin.

### Count News

Puget Sound bank and Trust company vs J. A. Elrod. Complaint.

Minnie Bennett vs John S. Bennett. Complaint.

Minnie Bennett vs John S. Bennett. Motion, order and affidavit for publication of summons.

Puget Sound bank and Trust company vs J. A. Elrod. Summons.

Sarah Amundson vs J. J. Hirschberg. Complaint.

Business Men's Adjustment company a corporation vs Julius Johnson et al. Writ of attachment.

Business Men's Adjustment company, a corporation, vs Julius Johnson et al. Summons.

T. C. Mackay vs L. N. Tompkins et al. Writ of attachment.

Puget Sound Bank and Trust company, a corporation, vs J. A. Elrod. Writ of attachment.

State of Oregon vs Mrs. Annie M. Richards. Civil subpoena.

Emile Van Damme vs Walker D. Hines and the Oregon Electric railway company, a corporation. Complaint.

#### Probate Court

Jacob P. Minch, estate. Order fixing time for hearing final account.

Jacob P. Minch, estate. Final account.

Joseph Stitz, estate. Order fixing time for hearing final account.

Joseph Stitz, estate. Forty one vouchers.

Joseph Stitz, estate. Final account.

Lloyd G. Hixon, estate. Affidavit of publication of administrator's notice to creditors.

#### Marriage Licenses

Hjalmar J. Erickson, 24, butcher maker of Portland, to Irene Kufner, 20, of Salem route 7.

A Leonard Wood club has been organized at Salem temporarily. Permanent organization will be perfected later.

### PUBLICITY FUND NOW TOTALS \$6500

With solicitation practically at an end Friday the latest figures compiled showing the amount raised in the Commercial club's campaign for a publicity fund were \$6500. None of the usual solicitors were working during the day. Two or three volunteered, and spent a part of the day canvassing the business district for contributions.

Because of the lack of solicitors and the fact that some business men who are willing to lend to the fund would not be reached by campaign men anyhow let Manager McCroskey Friday to ask that those wishing to contribute their money to club.

### SIMS URGES STRONG NAVY AS NECESSITY IN CASE OF CLASH

Jersey City, N. J., Feb. 13.—A warning that the United States may be "up against it" in the next war if she has to face an enemy's navy single handed, was uttered last night by Rear Admiral Sims in an address before the Jersey City Lincoln association.

"We got away with this job this time," he said, "but we may be up against it next time with a navy that is not busy fighting the navies of other countries at the same time."

The admiral declared that any criticism he had ever made had been made for the benefit of the navy but that Americans do not like to be criticized.

"America can not and does not ask for criticism," he declared. "You know that, they argue: 'We're all right and if we're not, we don't want to hear it.' This is a dangerous attitude and has cost us thousands of lives. Assumption has been made that I have criticized the record of the navy. I have gone beyond the limit in praising the men for their work. I have told the truth—some of this was not liked."

The admiral said he wrote from England with an idea of "toning down" some of the news. "I wanted to modify," he said, "some of the headlines that were appearing in our papers and were being reprinted on the other sides."

"These headlines, or articles, assumed that the United States was the potent factor at that time. We then had only three percent of the fighting forces. It was the same response: 'We're all right and if we're not, we don't want to hear it.'"

The admiral said he had been informed that some naval officers had criticized the idea of having civilian authorities in charge of naval matters. "I want to state emphatically," he commented, "that there is nothing

### Woman Says Public School System Failing

Seattle, Wash., Feb. 13.—America's public school system is facing a general breakdown through a shortage of teachers, Mrs. Josephine Corliss Erection, Washington state superintendent of public education and president of the National Educational association, declared in an address here today.

#### EXCHANGE STAYS STOPS SHIPPING TO EUROPE

Portland, Or., Feb. 13.—The decline in the European exchange has so curtailed buying on the other side of the Atlantic that the sailing of the steamer Consuetud the latter part of this month for Havre, Hamburg and Liverpool may be cancelled, it was stated yesterday by A. C. Stubbs, general manager of the Columbia-Pacific Shipping company, local agents for the European-Pacific line.

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