

URGES FEDERAL WAR INSURANCE

Conference Will Present Bill to Congress for Action.

Financiers Join in Advising Solution of Food Exports and Foreign Exchange.

Washington, D. C.—Government insurance against war risks of American register ships and their cargoes was the solution offered Saturday by 62 representative business men of the country for the stoppage of American overseas commerce because of the European war.

The proposal was made in definite form after an all-day conference presided over by Secretary McAdoo, of the Treasury department, who called the meeting. Practically all of the largest banking and shipping interests in the United States were represented.

The conference appointed a committee of 12, headed by Seth Low, president of the National Civic Federation, to remain in Washington and advise with the governmental departments and committees of congress during the framing of legislation believed necessary to relieve conditions produced by the war abroad.

The committee began drafting a bill to be presented to congress at once and pressed for passage, with a view to having a government insurance bureau in operation as soon as possible after the pending measure modifying restrictions on American registration of foreign-built ships goes into effect.

To insure freedom of discussion, the conference was held behind closed doors, but the resolutions adopted and some of the proceedings of the conference were made public in a statement issued by Secretary McAdoo.

The statement declared it to have been the consensus of opinion at the conference that with enlarged registry of American ships and action by the government supplementing what private companies might do in connection with the insurance, the question of exports of grain and cotton and of foreign exchange would readily solve themselves.

Many speakers, including J. P. Morgan, James J. Hill and other financiers, pointed out the fact that England, France and Belgium already had provided for government war insurance for their merchant shipping. Against this action, they said, the United States would be helpless, as no ships would pass under the American flag with the passage of the proposed registry law unless their owners were assured of insurance under the Stars and Stripes.

The result would be a foreign monopoly of sea transportation, they predicted, and the fixing abroad of the price at which cotton and wheat should be sold.

JAPAN TO FULFILL ITS ENGLISH TREATY PLEDGE

London.—The Daily Telegraph learns from a diplomatic correspondent that the Japanese government intends to carry out to the full its obligations under the Anglo-Japan treaty.

The correspondent says that the Japanese navy has put to sea and will cooperate with the British fleet in taking effective action against the enemy's ships in the Pacific.

Food Price Inquiry Begun by State and Federal Forces

Washington, D. C.—Legal forces, state and Federal, all over the country, got into action Saturday, carrying out President Wilson's suggestion for an investigation of whether food prices are being artificially increased on the pretext of the European war and for criminal prosecutions, if that is found to be the case.

The national capital led off the campaign with a grand jury investigation, to which commission merchants, wholesalers, retailers, buyers for hotels and restaurants were subpoenaed and citizens having evidence were invited.

Reports of other investigations beginning in many localities by United States attorneys and state and county authorities began pouring into the attorney general's office.

Special agents of the department of Justice began their search for evidence of manipulations or other methods of price fixing.

Prisoners of War Arrive.

Paris.—German prisoners have arrived at Nantes, which gives color to the reports that France intends to keep them in one of the numerous islands off the south Breton coast. The Petit Journal says that Belgium, owing to the smallness of her territory, is asking France to take charge of 2000 German prisoners.

Chinese Republic Appeals to Powers, But In Vain

Washington, D. C.—China has appealed in vain to the powers of the world to enter into an agreement to respect her neutrality.

Apprehensive that she may become involved in the war and that her territory will be seized by Japan and other powers, President Yuan Shi Kai and his cabinet are seriously considering the advisability of mobilizing and making other preparations to defend the neutrality of their country.

It has been borne in on the Chinese officials that they can expect no military support from the American government. Diplomatically we are willing to aid them. But so far as sending ships or troops to oppose a nation which may take action is something the Wilson administration will not do. As a matter of fact, plans have been adopted for withdrawing all our big ships from Chinese waters and assembling them at a strategic point in the Philippines for the protection of that archipelago.

The refusal of the belligerent powers to enter into an agreement "at this time" to respect Chinese neutrality grows largely out of their preoccupation in the existing theater of war and their ignorance of developments that may take place.

If Germany should be victorious, unquestionably she would take the British dependencies of Hongkong and Wei Hai Wei and would lay claim to the British sphere of influence in the region watered by the Yangtze Kiang. In addition, she would seize French Tonquin China and Cambodia and seek to control the French sphere of influence extending over the three southern-most provinces of China. In addition, she would acquire the Portuguese city of Macao. Of course, to do all this, she would have to destroy the Japanese navy, a superhuman task, in view of the fact that first she must vanquish the British fleet.

United States Is Forced to Levy New War Tax

Washington, D. C.—Administration leaders have concluded that additional revenue legislation eventually will be needed to fill the gap in the government coffers caused by the loss of revenue on imports cut off by the European war.

Majority Leader Underwood, of the house, said that he would confer with Secretary of the Treasury McAdoo when the latter returns to Washington, concerning plans and the amounts to be raised.

The ways and means committee, which has charge of all revenue legislation, already has called on the treasury department for a detailed statement of the condition of the treasury and the situation as to reduced import taxes. It was estimated that legislation would be framed which would contemplate a "war tax" of approximately \$100,000,000.

While no definite plans have been determined, it is expected that the tax will take the shape of a stamp impost on malt and spirituous liquors, although an increased duty on leather and coffee may be considered.

In order that revenue legislation might have the right of way whenever it becomes necessary, the house wrote into a special rule giving conservation legislation precedence a clause exempting revenue legislation.

The Republicans in the house have notified Mr. Underwood that while they reserve the right to criticize any revenue legislation offered, they will not resort to obstructive tactics to prevent its passage in an emergency.

GERMAN ARMY CROSSES INTO FRENCH TERRITORY

London.—The Daily Chronicle military expert attaches the highest importance to the British press bureau's announcement that German troops are reported to be entrenching along the line of the River Aisne. He comments as follows:

"This means that the Germans in force have penetrated for a considerable distance into French territory from the Belgian frontier. This invasion is of far greater importance from a military point of view than the French incursion into Alsace.

"The Germans must have penetrated in the rear of the French lines along the upper reaches of the River Aisne. The mere fact of entrenching suggests the presence of a strong body of infantry."

"Airship" Tickets Sold.

Bridgeport, Conn.—Orders were issued by the police officials here for the arrest of a gang of swindlers, alleged to have sold many tickets for \$80 apiece in the Hungarian section of the city for passage from Bridgeport to Hungary by airship route. The tickets are said to have been bought by Hungarians desirous of returning to fight for the fatherland, who were informed that by taking the air route they would escape the perils of the high seas incident to the war.

Big Change Likely in American Shipping Laws

Washington, D. C.—While the act recently passed by congress intended to make it easy to grant American registry to foreign-built ships will prove ineffective in the prevailing shipping crisis by which the United States is confronted, the tieup that exists on both coasts of the United States probably will move congress to so draft the American shipping laws as to make a recurrence of this embarrassment impossible. The declaration of London to which the United States as well as the warring nations were parties, will preclude the purchase and operation by the United States of any of the vessels that have been flying the flags of Great Britain, Germany, France or other nations.

Nevertheless the tie-up of shipping, both on the Atlantic and Pacific, due to the fact that most all ships plying between the United States and transoceanic ports sail under foreign registry, and the inability of the United States on short notice to build up a merchant marine of its own, doubtless will lead to permanent legislation by congress under which, after the European situation clears, it will be possible for American capital to acquire foreign-built ships and operate them under the American flag.

This does not mean that congress will pass a ship subsidy bill, for the chance of that is just as remote as ever, but it does mean that those who have been objecting to granting American registry to desirable vessels built abroad will find objections overridden.

There is a particular reason why congress will desire to broaden the American shipping laws. The prevailing situation is one in which the United States finds itself overstocked with many supplies which normally it could and would sell abroad. The European markets are largely closed to these supplies and the over-stocking of the home market is expected to force down prices, to the detriment of American producers and exporters. And, by the same token, America finds its supply of imports heavily curtailed, especially on the Atlantic Coast, by reason of the fact that it has not the vessels to bring in various commodities. This will affect the revenues of the government, as well as the business of the country, and the object lesson will be one that congress cannot ignore.

Berlin Is Reached by U. S. State Department

Washington, D. C.—Secretary Bryan announced that the American government now was in communication with all its European embassies and legations.

For many days the State department has been unable to communicate with Ambassador Gerard, at Berlin, but communication was restored Monday. Mr. Bryan telegraphed inquiring about Archer M. Huntington, president of the American Geographical society, and others, reported arrested as spies.

Assurances that Americans soon would be able to leave Germany were given several days ago and the opening of communication with Ambassador Gerard was expected to clear up all doubts on the subject within the next 24 hours.

One of the first messages from Mr. Gerard was a formal notification from the German foreign office that most German ports had been mined and requesting that American ships be warned against navigating in any ports which might be bases of hostilities for foreign forces.

Another report from Ambassador Gerard said he understood the English Channel had been mined, but did not say by whom. Consular Barclay, Charge d'Affairs of the British embassy, who was at the state department suggested that Germany probably mined the channel, but that he had received no advices to warn American ships to that effect. Mr. Barclay said he had called merely to facilitate cable communication for the American government via London to points on the continent, since all messages passed through British censors.

State department officials denied a report that Ambassador Guthrie, at Tokio, had presented a note to the Japanese government, dealing with possible developments involving Japan in China. It was indicated, however, that Ambassador Guthrie was making informal inquiries to learn the intentions of the Japanese government with respect to the war. It was considered likely that if Japan, on behalf of her ally, Great Britain, takes part in an attack on the German colony of Tsing Tau, a formal effort would be made by the United States to preserve China's neutrality.

Housewives Make Appeal.

New York.—The National Housewives' league has sent to all its members throughout the United States an appeal urging that every family live as simply as possible while the war in Europe prevails.

"Extravagant living at this time," the appeal asserts, "will cause great suffering among the poor."

NORTHWEST MARKET REPORTS.

Portland.

Portland.—There was no material situation at the opening of the week. The exporters are still unwilling to enter the market, and domestic business is of small volume. Speculators would no doubt show more activity if the financial situation were favorable. Prices are more or less nominal, with 86 cents believed to be about the right price for club. Farmers are very strong in their views.

Wheat—Track prices: Club, 86c per bushel; red Russian, 84c; bluestem, 89c; forty-fold, 87c.

Millfeed—Bran, \$23@23.50 per ton; shorts, \$27; middlings, \$31.

Oats—No. 1 white, \$22 per ton; feed, \$22.

Barley—No. 1 feed, \$20 per ton; brewing, \$20.50; rolled, \$22.50.

Hay—Old timothy, \$16@17 per ton; new crop, timothy, \$13 @ 15; grain hay, \$8@10; alfalfa, \$11@12.

Corn—Whole, \$35 per ton; cracked, \$36.

Hop dealers are steadily reducing their estimates of the coming Oregon crop. Some of them now figure the yield as low as 110,000 or 115,000 bales. It is likely that the Pacific Coast will be 50,000 bales short of last year's production.

The market has gained materially in strength, and a strong demand for contracts has developed. Growers are not ready sellers and business is being put through with difficulty. About 60,000 pounds are known to have been signed up in this state and in Washington at 14¢ and 15 cents. Dealers were offering these prices in several sections and many orders are known to be unfilled at 14 cents.

Hops—1913 crop, nominal; 1914 contracts, 14@15c.

Pelts—Dry, 13c; dry short wool, 9c; dry shearings, 10c; green shearings, 15@30c; salted sheep, \$1.25@1.50; spring lambs, 25@35c; green pelts, short wool, 30@60c; lambs, August take-off, 60@70c.

Peaches were the firmest article in the fruit list. The supply was not large and there was a great demand. The best peaches readily brought 75c.

There was a good demand for good cantaloupes, standards and jumbos selling at \$1.25@1.40. Ponies brought anywhere from 50 cents up. Melons were in oversupply and weak.

Grapes were plentiful and sold well. A fancy car came in, Malagas going at \$1.35 and Rose of Peru at 75 cents.

Lemons were strong at the advance, fancy now selling at \$9.50.

The first straight car of new potatoes was received, and they sold well at 4 cents. Tomatoes were weak at 50@65 cents.

Potatoes—Oregon, 1@1¢ per pound; sweet potatoes, 4c.

Eggs—Fresh Oregon ranch, case count, 23@24c; candled, 26@27c.

Poultry—Hens, 14@14¢ per pound; springs, 15@16c; turkeys, 20c; dressed, choice, 22c; ducks, 10@11c; geese, 10c.

Butter—Creamery prints, extras, 32¢ per pound; cubes, 28¢.

Pork—Block, 12c per pound.

Veal—Fancy, 14@14¢ per pound.

Cattle—Prime steers, \$7.25@7.50; choice, \$7@7.25; medium, \$6.75@7.50; choice cows, \$6@6.25; medium, \$5.50@5.75; heifers, \$6.25@6.65; calves, \$6@8.25; bulls, \$3@4.75; stags, \$4.50 @6.

Hogs—Light, \$8@9.25; heavy, 7@8.25.

Sheep—Wethers, \$4@4.75.

Seattle.

Seattle—Wheat—Bluestem, 92c per bushel; forty-fold, 87c; club, 86c; Fife, 84c; red Russian, 83c.

With a small amount of cream coming to the local creameries, the price of the city-churned product has been forced up to 30c and dealers prophesy a slight upward rise above this price within the next week unless the situation changes. Most of the houses are carrying large storage stocks, which will more than carry them over until the cream supply becomes stronger.

Eggs remain at 33c, with little prospect of immediate change. Fresh local ranch eggs are still rather scarce. Cheese is firm.

Dealers are on the lookout for any consignments of large poultry, as the market remains filled to the brim with small hens. There is a decided demand for 4 and 5-pound chickens.

Eggs—Select ranch, 32@33c per dozen; Chinese, 18c; Eastern Aprils, 26@28c; local Aprils, 28@29c.

Butter—Washington creamery firsts, cubes, 28c per pound; do. bricks, 30c; city creamery, bricks, 30c; Oregon, 28c; jobbing, basis, 25¢@26¢.

Poultry—Hens, 16@17c per pound; squabs, \$2.50@3 per dozen; 1914 broilers, live, 18@19c per pound; ducklings, 14@15c; old ducks, live, 13@14c; geese, live, 15@16c.

Tacoma.

Tacoma—Wheat—Red Russian, 80c per bushel; milling, bluestem, 89c; club, 85c; forty-fold, 86c; red Fife, 82c.

Butter—Washington creamery, 29@30c; Oregon, 27@28c.

REFUGEE SHIP REACHES PORT

Liner Arrives With First Load of Stranded Americans.

"No Words Can Exaggerate Conditions," Say Passengers—Baggage Abandoned.

New York.—The American liner Philadelphia, with the first great crowd of Americans who rushed from Europe when the various nations declared war, arrived in New York Thursday night. There were 703 passengers in the cabin and 309 in the steerage.

Virtually all of them were without baggage, many of them without money and all had stories of hardships to tell.

The Philadelphia sailed from Southampton a few hours after England declared war on Germany. The first day out seven French torpedo-boats and three submarines were sighted. One of the torpedo-boats hurried after the American liner, the rest of the fleet following slowly. Finally the torpedo-boat—the B-7—came alongside and ordered the Philadelphia to stop.

The war vessel circled the liner several times, its officers looking closely at the faces of the passengers crowded on the decks. When the French naval officers were sure the Philadelphia really was an American vessel and that the passengers were Americans, one of them shouted in English that the Philadelphia might proceed.

The passengers cheered the French ships. The cheer was returned and the tiny war crafts steamed away.

The refugees in the steerage had the freedom of the ship. The men were separated from the women, however, and in some cases husbands were separated from their wives by this regulation. Rather than sleep in the steerage scores of these passengers slept in the smoking-room, on the life rafts, and in steamer chairs. Four persons were in every cabin.

As the Philadelphia neared her pier in the North River the crowd waiting on shore shouted a welcome to the refugees. Then for a quarter of an hour the whole river resounded with cheers.

The regulation preventing a ship which arrives at quarantine after sundown from proceeding to her dock until the next morning, was waived. An hour and a half after she arrived in the lower bay the last of her passengers had gone ashore.

Travelers from Paris told of mobs swarming through the streets, breaking windows and looting German shops. Others told of Germans caught in the French capital and beaten by gendarmes and excited citizens.

The streets near the railroad stations were piled high with abandoned baggage. So great was the rush of Americans from France to England that small steamers in the English Channel, constructed to accommodate from 600 to 900 persons, carried 3000 men, women and children on every trip.

A loaf of bread selling for 8 cents was bringing 22 cents when some of the passengers left Paris. Other food-stuffs were soaring proportionately. "I met Jack Johnson on the boulevard," said Howard Willett, of Chicago. "His face was wreathed in smiles. Crowds surrounded him asking him to fight for France."

A committee formed on board the Philadelphia with the expressed purpose of assisting Americans abroad issued a statement saying:

"No words can exaggerate the desperate condition of stranded Americans all over Europe outside of England."

Many of the passengers said they had been stopped in Germany and forced to prove that they were Americans and not Englishmen. Others had been stopped in France and asked whether they were Germans. With a few exceptions all were treated courteously when they proved their nationality.

Soldiers were stationed all along the roads and squads of them were guarding every tunnel and bridge. Military guards with loaded rifles were on every railway coach and engine and in all the stations.

Among the passengers were Charles Aldrich and family, of Cleveland, whom some one in London offered \$1000 for their stateroom or \$500 if allowed to travel with them.

John A. Wilson, of Franklin, Pa., President Wilson's cousin, smilingly announced on the pier that he believed he had less money and more summer clothes than any other man in New York. He carried with him a set of golf sticks presented to President Wilson by the City Lunch Club of London and which he was commanded to bring over.

Price of Sugar Soaring.

New York.—The upward tendency of the sugar market continues and new high records were made again Thursday, when fine granulated sugar was quoted at 6½ to 7 cents and centrifugal, 96 test, at 5.88.

Balmoral Offered as Hospital.

London.—King George has offered Balmoral Castle as a hospital for wounded soldiers.