

### FORT STEVENS ASKED FOR SICK VETERANS

Establishment of Neuro-Psychiatric Center Urged.

### LEGION'S OFFICIAL ACTS

Myron E. Adams Telegraphs Capital in Regard to Obtaining New Hospital Site.

Urgent recommendation for the transfer of Fort Stevens, Or., from the jurisdiction of the war department to that of the United States Veterans bureau, and its utilization as a training center for neuro-psychiatric cases among ex-service men has been made by Myron E. Adams, executive secretary of the national rehabilitation committee of the American Legion, according to an announcement made during his brief stay in this city yesterday.

Mr. Adams arrived in Portland after a thorough investigation of conditions in the Pacific northwest district, which convinced him of the necessity for placing a training center for treatment of nerve cases at Fort Stevens, as has been urged repeatedly by Clatsop post of the legion at Astoria.

### Room for 1500 Found.

Fort Stevens can accommodate between 1400 and 1500 single men and 50 men with families in the barracks now there, according to information on file with the publicity division of state headquarters of the legion, and can be made in readiness for occupancy at an initial expenditure of not more than \$25,000. These figures are from the report of an investigation by C. A. Murphy, commander of the Astoria post of the legion.

"District rehabilitation committee, of which Major George R. Drever of Seattle is chairman, after investigating reports on Fort Stevens as training center for neuro-psychiatric cases, requests you expedite transfer of post from war department to veterans' bureau and opening of badly needed center there," telegraphed Mr. Adams yesterday to his chief, Colonel Albert E. Sprague of Chicago, chairman of the national rehabilitation committee of the legion.

### Conference Is Held.

After a conference with Lane Goodell, department commander, and Harry E. Nelson, department adjutant, Mr. Adams left on a trip over the Columbia River highway, returning in time to take the Shasta limited for California. He expects to be in Chicago within ten days and will go from there to Washington, D. C., where he promises to vigorously back up his utmost for the Fort Stevens project.

Just before Mr. Adams' departure he was met by a delegation from the Astoria post of the legion and renewed to them his promises of support for the Fort Stevens project. Those coming from Astoria to take the subject up with him were C. A. Murphy, commander; J. A. Buchanan, vice-commander; C. R. Carlton and John Smith.

Mr. Adams has been investigating the tubercular hospital situation in the Pacific northwest and reported that he found it very bad. "The treasury department allocated money for the reconstruction of the interior of the old brick barracks at Walla Walla, Wash., so that they could be used for hospital purposes, on April 21, 1921," he said. "The plans for this work were changed four times by supervising architects before September, 1921. There is no prospect now of the work being started before July 1. Yet I am reliably informed that all the work easily could have been completed within six months from the time the construction was ordered."

### Boise Work Lanes.

"There also appears to have been nothing done with the furnishing of an addition to the tubercular hospital at the hospital at Boise for which \$70,000 was appropriated last year." Mr. Adams pointed out that because of the removal of Oregon and Washington from Washington, D. C., it was necessary for the district rehabilitation committee to act independently and quickly on matters being carried out here. He asserted that there have been too many contract hospitals and not enough government supervision, which has made it impossible to obtain the best care. His committee in Washington, D. C., is seeking an amendment to the War bill, he said, permitting men suffering from nervous disorders to receive compensation for the post and head of government for a period of five years instead of two, as it now stands.

### CLATSOP POST BACKS MOVE

Room for 2500 Patients Declared Available at Fort Stevens.

ASTORIA, Or., March 14.—(Special.)—Members of Clatsop post of American Legion, have launched a vigorous campaign to have Fort Stevens designated as the site for the rehabilitation center and vocational training center which the government proposes to establish at some point in the northwest. This afternoon a committee of five representatives of the post, headed by Charles A. Murphy, commander, left for Portland to confer with a representative of the national rehabilitation council.

The local proponents of the Fort Stevens site urged that it would cost the government at least \$500,000 to establish the rehabilitation center elsewhere in the northwest, while by using the splendid buildings already erected at Fort Stevens the center could be constructed for \$25,000 or less. The Fort Stevens buildings could accommodate 2500 men if necessary, while a splendid fully-equipped hospital is located there.

### INQUEST CLEARS SLAYER

Dead Sealtway Agent Is Declared Aggressor by Coroner's Jury.

SAND POINT, Idaho, March 14.—Wounds inflicted by Sam R. Clark in self-defense caused the death of Bert C. Partridge, agent at Kootenai for the Northern Pacific railroad, a coroner's jury held here this afternoon after an inquest into Partridge's death.

The men had quarreled yesterday morning, the quarrel resulting in a fight in a Kootenai butcher shop yesterday afternoon, in which, witnesses at the inquest agreed, Partridge was the aggressor. Clark finally drew a knife and stabbed Partridge three times in the head and four times about the heart, the evidence showed. Partridge died after being rushed to a Sand Point hospital.

### PRINCESS MARY'S WEDDING GOWN DECLARED SYMBOLIC OF ENTIRE EMPIRE OF BRITAIN

Creation of Dressmaking Art Took Weeks to Make—Silver Cloth Foundation Covered With Marquisette, With Overdress of Rose and Foliage Embroidery.



GOWN WORN BY PRINCESS MARY AT WEDDING CEREMONY, WHICH WAS SYMBOLIC OF ALL PARTS OF BRITISH EMPIRE.

THE gown which Princess Mary wore on the occasion of her wedding to Viscount Lascelles in London February 28 was declared to have been one of the most wonderful productions ever designed by the dressmaker's art. The creation was symbolic of the entire British empire, and was the work of weeks.

Naturally, the robe for so notable a bride and so significant an occasion was evolved only with the expenditure of much time and painstaking effort—not to mention real genius. It was made by the firm of Reville, Ltd., 15 Hanover square West, and Mr. Reville brought to bear upon the problem all his experience of years of work and study of fashion and his knowledge of the truly beautiful and fitting.

Princess Mary was the first "British empire" bride, and that was reflected in her gown, which was an "All-British" creation. That the finished product was worthy of its creator already has been dwelt upon in reports of the wedding, so now for more detailed description.

Silver Cloth Foundation. First of all, there was the foundation—straight robe of silver cloth, cut with a square décolletage and just reaching the ankles. Then came an overdress of marquisette of cobweb fineness, distinguished by V-shaped décolletage and falling straight from the shoulders. The overdress was covered with rose and foliage embroidery in lattice design, carried out by means of thousands of seed and baroque pearls, tiny diamonds and silver bullion. That work alone required the skill and patience of many skilled workers for weeks. But the effect was fairylike, for the glittering, shimmering embroideries detracted in nowise from the sheerness of the material itself. The three-

quarter length sleeves with their bell-shaped openings were similarly worked. Princess Mary's train was a triumph of British workmanship. It was specially woven in England to the creator's own instructions, great emphasis being laid on the pearly whiteness of the silk to be employed. The result was a duchess satin of which the exquisite lustrous surface was shot with the finest of silver thread, subtly interwoven with the silken warp, forming a pattern symbolic in character. Where the train was fastened to the shoulders was draped collar fashion some beautiful lace—the gift of the queen—which also formed cascading draperies at each side.

The beauty of the satin was enhanced by embroidery in Delhi silver, silver bullion, pearls and diamonds that emphasized the character of the designer just referred to. Here and there, too, were glimpses of pale blue velvet introduced in the heart of a silver rose for the "something blue"

that every bride must wear. The symbolical design of the satin woven for the "British empire" bride presented the rose, the shamrock and thistle; also the lotus of India, the wattle of Australia, the maple leaf of Canada, the tree fern of New Zealand and other emblems representing outlying portions of the empire. But so happily and lightly combined were they all that the effect was that of a wonderful work of art. The veil fell from a simple tiara of priceless pearls, and was the one worn by Queen Mary at her wedding. The wedding wreath was trimmed with orange blossoms and an orange blossom spray which hung from side of giraffe.

Publishers Form New Organization WASHINGTON, D. C., March 14.—Formation of a new organization known as the American Publishers' conference, an affiliation of daily and weekly newspapers, magazines, farm, religious, business and technical journals, was announced here today.

### McMINNVILLE FOR CHANGE

TOWN QUITS OPPOSITION TO MEMORIAL HIGHWAY PLAN.

Chamber of Commerce Takes New View on Explanation That Old Name Stands Also.

McMinnville, which has been opposing the designation of the name Oregon Memorial highway to the west side loop road from Portland through Hillsboro and Forest Grove to McMinnville and thence back to Portland via Dayton and Newberg, has changed its position and will back the proposed memorial road, according to action taken by the McMinnville chamber of commerce, through its board of directors, at a meeting Monday. News of the action of the club was brought to Portland yesterday by B. O. Garrett, secretary of the organization.

It has been largely through a misunderstanding that McMinnville has been opposed to the formation of the Memorial highway, Mr. Garrett explained. "It was at first thought that the naming of this route in this way would do away with the name West Side Pacific highway, which the McMinnville people feel has important commercial value as designating a main route between the state and which will become vastly more important when pavement of this route is completed. It was explained, however, that the two names would not be in competition, the Memorial highway representing the entire loop from Portland, while the West Side Pacific highway designating the route from Portland through Newberg and Lafayette to McMinnville and thence south to its juncture with the main Pacific highway at Junction City. It was upon this basis that the movement to establish the Oregon Memorial highway was given hearty endorsement by the McMinnville club."

### RUM RUNNERS WARNED

CANADIAN VESSELS WANT TO CARRY LIQUOR CARGOES.

Americans Told They Will Be Turned Over to Customs Officials if Line Is Crossed.

VANCOUVER, B. C., March 14.—(Special.)—Because Canadian boats do not have to declare their cargoes when going coastwise, numerous boats have taken this means of leaving the port well stocked with liquor. These boats fly the Canadian flag and give a port, in many instances, a long distance from where they intend to transfer their freight. Somewhere on the Gulf of Georgia or near some of the gulf islands the Canadian boats are met by United States craft and the transfer is made without difficulty.

Canadian rum-runners have notified all United States rum-runners that they will not be welcome in this port and will find themselves in the hands of the customs officials if they do not remain in United States territory, the Canadian boats will in future carry all the liquors that go out of the port, and the rum-runners must all be done through the rum-runners' executive here. Custom officials are paying no attention to Canadian boats going out with liquor, but every United States boat is rounded up and her cargo seized.

Bootleggers here said they had the protection of the Canadian government through the liquor vendors' executive. The vendors buy liquor on credit from the government, and the bootleggers, in order that the bootleggers may get away with their

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