

**DRY LAKE POSTMASTER  
IS HELD AS EMBEZZLER**

Accused of Misappropriating \$3700  
By Juggling Money Orders  
and Accounts.

Prineville, Ore., June 1.—Charles A. Bengston, postmaster at Dry Lake Ore., was taken into custody late last evening and lodged in the county jail at Prineville by Postal Inspector C. W. Linebaugh for the misappropriation and embezzlement of United States funds. The postoffice in question is merely a mail station, but the inspection showed, it is asserted, that Bengston had appropriated an amount close to \$3700 in a year's time, a feat hard to equal even in a large office. His surety bond was only \$1000 when he was given the position. The embezzlement of this amount, it is asserted, was made through the assistance of a woman, Jessie B. Taylor, employed in the office. In confessing, Bengston explained that they had drawn money orders in their favor on a county bank, and then used other banks to balance the account. Two automobiles had been purchased with the money. Five dollars and 40 cents was found in the office, and a small balance was found in different banks. Bengston was placed under \$5000 bonds. As this is a government position, he will be tried in the federal court at Portland.

Dry Lake is a small postoffice and stage station 50 miles southeast of Prineville, just north of Hampton buttes.

**JANIN GETS CURTISS RIGHT**

Commissioner of Patents Rules on  
Hydro-Aeroplane Invention.

Washington, June 1.—Priority of invention of the hydro-aeroplane was awarded by the district supreme court to Albert S. Janin against Glenn H. Curtiss. A decision of the commissioner of the patents was reversed on the ground that Janin had established a date of conception three years ahead of Curtiss.

The court held, however, that its decision would not take from Curtiss the patentable "subject matter he may have originated."

**JORDAN VALLEY**

(From the Express.)

Born to Mr. and Mrs. Frank Carter, on the morning of the 27th inst. daughter.

Great wagonloads of freight are arriving daily and vast quantities of supplies are leaving daily for the ranches and summer sheep camps. Between the two our merchants are a busy lot these days.

The tunnels and shafts of the old Golconda, some of which was done in 1876, are in surprisingly good condition and, with the replacement of some of the old timbers, the work of prospecting and development may go right ahead. Mr. Ellis has had some difficulty in securing practical miners for this work, but that difficulty has been overcome and they will now go right ahead.

Dr. H. L. McDonald, federal livestock inspector, returned Tuesday from a professional trip to the district northwest from Boise. He reports the loss of quite a number of sheep in that section because of the cold weather and storms following shearing. Machine-sheared sheep were the only sufferers, those sheared by hand standing the loss of their fleeces very well. The doctor also reports that John Archibald, the well known sheepman, has sold his flocks to R. F. Bicknell for fall delivery.

**OREGON'S INDUSTRIAL RECORD**

Progress of State in Payrolls, Factories, Improvements and Investments.

Astoria—Lumber shipments from lower Columbia in May was 26,453,860 feet.

Newport—New survey has been ordered of Yaquina bay and harbor.

St. Helens—Another contract received here for a deep sea vessel.

Gardiner—Seventeen miles of new telephone line to be built from here.

Umpqua Harbor to be improved at expense of \$200,000.

Marshfield—Waterfront street to North Bend to be hard-surfaced.

Bandon—The Moore mill will resume operations, having secured ships.

Gresham—Another section of county highway to Fairview let—construction to be 18 feet wide of bitulithic.

Albany cheese factory starts with a run of 3090 lbs. milk per day.

Roseburg—Methodist church north and south to unite on a building.

Portland—Strikes of longshoremen and tunnel workers put several thousand men out of employment.

Portland—Census bureau shows capital in manufacturing increased in Oregon in five years 56 per cent, salaries 40 per cent, products 19 per cent.

Roseburg Sand & Gravel Co., will

manufacture cement tile.

Eugene Fruitgrowers Ass'n enlarging fruit drying plant.

Enterprise gets a new brick building this season.

Timber countries are still building steel and concrete bridges.

Tillamook gets a new concrete garage.

Springfield man has invented buttermold and will make 200 per day.

Eugene Register calls the O. & C. land grant bill another measure to rob the people of Oregon of reclamation funds.

Pendleton adding \$6000 school facilities.

Riddle to get an electric light and power plant.

Portland—Contract let for paving Broadway to Union Ave., to Oregon Independent Paving Co., property owners paying \$25,000, city and street car company paying \$16,000, jitneys nothing.

St. Johns gets an addition to the municipal dock.

Astoria—County will hard surface part of road to Smith's Point.

Amity Nut & Fruit Co., to erect frame hotel.

La Grande Grocery Co to build large brick this summer.

Baker—Oregon-Idaho Investment company will operate Poorman copper mine.

A state taxpayers league bill is being initiated so that taxes cannot increase more than six per cent per annum.

Marshfield struggling for \$300,000 coal briquet plant.

Portland—Sisters of the Good Shepherd to erect \$125,000 parish structure.

Coos and Curry telephone system being largely rebuilt.

Salem Fruit Union contracts for \$150,000 deliveries.

Sellwood—Plans completed for railroad from Ardenwald to Pleasant Valley.

Detroit—Corvallis & Eastern track to be extended 12 miles east.

Baker—Paymaster copper mine in Eagle mountains to be operated.

Representative Lewis of St. Johns who gets highest vote in Multnomah county, fought frank laws hardest at last session.

Marshfield and North Bend city council consider purchasing Coos

Bay Water Co., plant at price fixed by public service commission.

Harriman—Construction of highway to Bendire mountain started.

State mining bureau to make survey of Santiam mining district.

Thos. Shaw, agriculturist of the Great Northern, says farm products of western Oregon can be doubled with drainage.

Inconsiderable persons object to spending \$12,000 county money on Vista clubhouse on Columbia highway.

St. Johns wool mills will increase capacity of output 35 per cent.

Southern Pacific giving the Coos Bay country a limited train from Eugene whether business warrants or not.

Monmouth will spend \$7,917 for paving its business street.

Portland labor unions endorsed three candidates for legislature and one for judge—all defeated at the primaries.

In Oregon during the first twelve months the law was in operation, only \$1.13 1-3 has been required to place \$1.00 in benefits in the hands of injured workmen.

Occasionally we run across a fellow whose mind feeds only on itself. And, forsooth, it has blamed little on which to feed.

Truth is a jewel, but if we tell too much of it we are liable to get our block knocked off.

Southern Idaho Headquarters for  
**BEE  
SUPPLIES**

Sections, Foundations, Supers, Complete Hives and Parts, made of selected soft White Pine, by Western bee experts who know local conditions. Better equipment that will bring you more and better honey. Anything for the man with one colony to a thousand. Parcel post rates on small orders are insignificant. Write us what you need.

The Wright Woodworking Co.,  
Caldwell, Idaho.

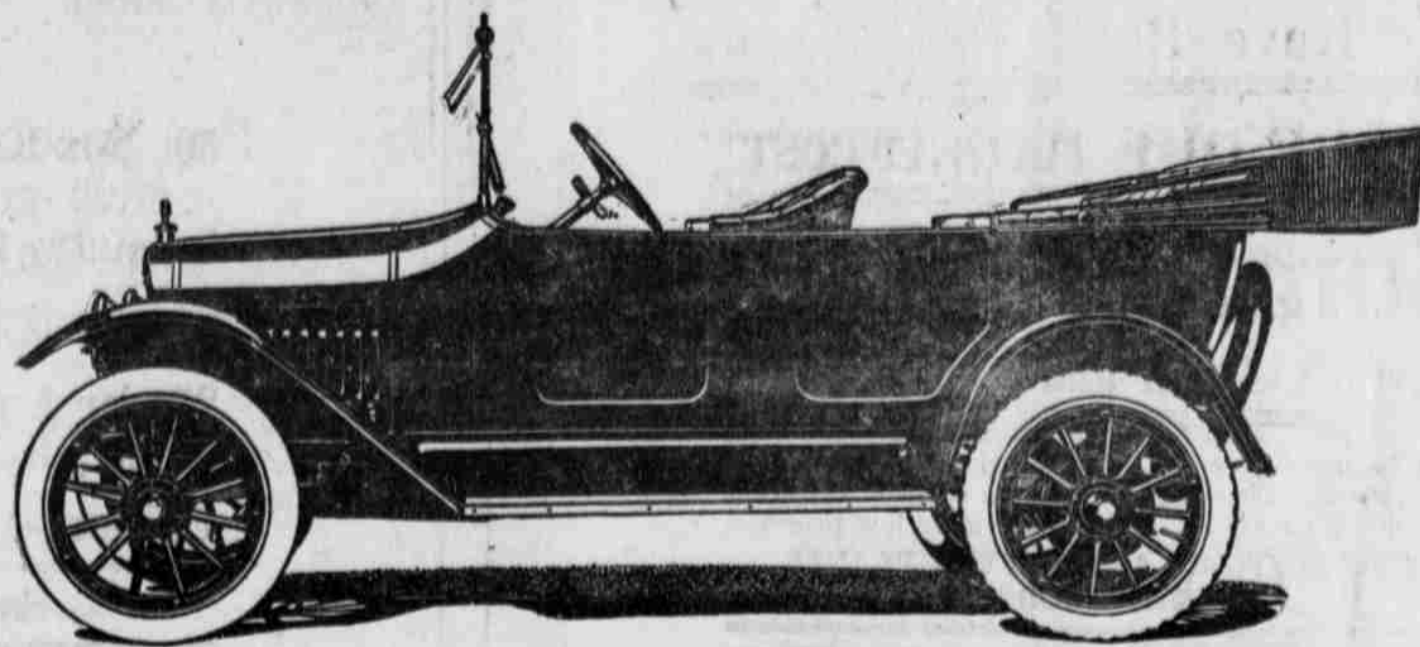
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**Impossible To Get So Much  
Motor Car Value For The Money**

**WE FIND** this is the attitude of many people who come into our salesroom—before they know anything about the Maxwell.

Not until the Maxwell is shown and demonstrated to them—until they sit in it and examine the finish—until they ride in it—or perhaps not until they drive it themselves, do they realize what a tremendous value is offered in the Maxwell car.

It is not unusual that Maxwell value should not be known to everyone, because it is uncommon to find such a car for a good margin more than the Maxwell price.

The Maxwell stands absolutely alone in a highly competitive field, for the amount of value it offers for the price.

**Appearance**—The lines of the Maxwell are decidedly attractive. There is no break in the contour from the radiator to the back of the car. The fenders are gracefully shaped. All metal parts are enameled or nickel-plated. The upholstery is deep and well-finished. From any angle it is a car that the owner can be proud of.

**Motor**—The engine in the Maxwell car is not equalled by any other four-cylinder engine of its size. And we know of larger and more expensive cars that have less able power plants. The Maxwell engine carries its load through mud and sand or over the steepest grades without a falter.

**Quality**—The materials in the Maxwell car are the best that can be bought and the workmanship that turns them into finished parts is no less excellent. It is only the large production of the Maxwell factories that makes it possible to put such quality of materials and workmanship into a car selling at the Maxwell price.

**Economy**—With its other attractive features, the Maxwell is a most economical car to own. Owners get 22 to 25 miles per gallon of gasoline and 8,000 to 12,000 miles per set of tires. And the car is so durably built that repair expense is negligible.

We are sure you want a car such as we have described the Maxwell to be. If you will give us a few minutes of your time we are sure we can convince you that the Maxwell Car is an exceptional value. Come in today.

Touring Car \$655

Roadster \$635

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