

GRAY MAY MANAGE SPOKANE & INLAND

Important Washington Property Likely to Be Placed Under Local Hill Chief.

SEVEN ROADS HIS CHARGE

Northern Line Operates on 173 Miles of Track and Pierces Rich. Farming and Timber Zone. Hills Favor Plan.

Executive control of the Spokane & Inland Empire Railroad, operating approximately 173 miles of steam and electric lines in Eastern Washington and Western Idaho, will be assumed by Carl R. Gray, president of the North Bank Road and the Hill lines in Oregon, as soon as he becomes sufficiently familiar with the local situation to take on his added duties, according to latest advices from Spokane.

The Spokane & Inland Empire is a Hill property and one of the most valuable in the group of roads held by the Hill interests in the Northwest. Its management has been separate from that of the other lines, but it is understood that both J. L. Hill and Louis W. Hill desire Mr. Gray to take charge of it.

Although Mr. Gray is to have executive direction of the road under the new arrangement, the actual operation will remain in the hands of a resident manager in Spokane. As the property includes several local lines in the City of Spokane, it cannot be managed effectively from Portland.

When Mr. Gray and Louis W. Hill visited Spokane recently, they inspected the Spokane & Inland Empire properties and the probability of Mr. Gray eventually taking charge of them, it is understood, was discussed.

Three Manage Hill System.

This proposed arrangement is in keeping with the Hill policy of centralizing control of all the property of the system as much as possible, with a general subdivision under three separate heads, Louis W. Hill having charge of the Great Northern, Howard Baker of the Northern Pacific and Mr. Gray of the North Bank and affiliated lines.

It may be several months or a year before Mr. Gray will be ready to take over the Spokane lines, but there is little doubt that eventually this step will be taken. Not only would it centralize the management of the system, but it would also be along the line of economy, which all railroads, in view of the constantly decreasing earnings, now are forced to practice.

"I have had no advice that I am to be given these added duties," said Mr. Gray yesterday. "If anything like that is contemplated it will be developed in due time. If I am to have more work to do I hope I won't be required to start doing it until I learn more about that which I already have undertaken."

Mr. Gray said that such a combination as outlined is entirely practicable, but it is not for him to make it. The directors of the road alone can take such action. J. L. Hill is the controlling influence in the board of directors.

At present Jay P. Graves, of Spokane, is president of the Spokane & Inland Empire system, with his son, Clyde M. Graves, as vice-president and general manager. They owned the road before the Hill interests. The road traverses a rich timber and farming country and is one of the best properties owned by the Hills.

The acquisition of this road by Mr. Gray will give him charge of seven Hill properties in the Northwest, the most important being the North Bank and the others being the Oregon Trunk, the Oregon Electric, the United Railways, the Pacific & Eastern and the Astoria, Portland & Astoria Navigation Company. Until the Astoria & Columbia River Road was consolidated with the North Bank its affairs were handled separately from the other lines.

Eventually, it is probable that the lines under Mr. Gray's jurisdiction will be more closely allied and probably will be operated under one name.

"HOG BOOKLET" IS IN DEMAND

O. W. R. & N. Company to Distribute 5000 More Copies.

Demand for the "hog booklet" recently issued by the traffic department of the O. W. R. & N. Co. has been so great that a supplemental issue of 5000 copies has been authorized, making the total number circulated throughout the country 30,000 copies. All but about 2000 of the pamphlets have been sent to farmers and prospective hog raisers in the Northwest. The others went to inquirers in other parts of the country.

As proof that the railroad company's enterprise is bearing fruit are the reports that stock men and farmers actually are beginning to raise hogs in direct result of reading the book. Three car loads of brood sows recently were shipped from Kearney, Neb., to the Teutich-Milne ranch near Hill's Rock Junction in Umatilla County, where they will be used as the nucleus for an extensive hog raising industry. Owners of this ranch became interested in this business after reading the book.

While this is the largest enterprise that has been started in the Northwest as a result of the publication of the booklet, many small growers have added hogs to their livestock activities.

D. O. Lively, author of the publication, and R. S. Miller, traffic manager of the Harriman lines, who was responsible for it, have been flooded with inquiries from prospective hog growers. Many are asking information from the East, where they are obtaining all that they require from Northwestern growers.

Railroad Personalities.

H. G. Smith, city ticket agent for the San Francisco & Portland Steamship Company, has resigned to become traveling passenger agent for the Northern Pacific Railway with headquarters in this city. His successor in the steamship office has not been selected.

D. Wheeler, of the advertising department of the Northern Pacific at St. Paul, was in Portland on business yesterday.

B. H. Turnbull, general agent for the

HAS NO SUBSTITUTE



BAKING POWDER

Absolutely Pure
The only baking powder made from Royal Grape Groom of Tartar
NO ALUM, NO LIME PHOSPHATE

Illinois Central in this city, is recovering from an attack of the gripe.

F. D. Hunt, traffic manager of the Portland Railway, Light & Power Company, has returned from a business trip to Spokane.

A. G. Reschke, for two years secretary to Frank W. Robinson, general freight agent of the Harriman lines, has been promoted to the position of rate clerk in the district freight office of the Southern Pacific. He is succeeded in his old place by his brother, H. W. Reschke, formerly of the Northern Pacific passenger office in this city.

SIMON IS FELICITATED

MANY CONGRATULATE MAYOR FOR UNSELFISH STAND.

Independent Candidate Receives Numerous Messages From Citizens Upholding His Fight for City.

Mayor Simon continues to receive daily numerous assurances of support from citizens of all classes and from every section of the city. They want him to serve another term because they declare he is the man for the place. They urge that he is needed for the public good in the position he now holds.

"Nothing has given me more pleasure this year than the opportunity I had the other day of signing the petition for you as an independent candidate for Mayor of this city," said F. C. Knapp, secretary of the Peninsula Lumber Company, in a letter received yesterday. "Some weeks ago I wrote you a letter pledging my support and I am only writing you now to put myself on record in this same way."

Andrew H. Gould, architect in the Worcester building, wrote—Allow me to state at this time that I am pleased to know that you are to allow the good citizens of Portland an opportunity to vote once more for you to serve as Mayor another term, and I assure you that I control one vote and you will get it.

"I am pleased to note that you have consented to make the race for Mayor as an independent. I hope you will be elected. I will vote for you and do what I can for you," writes Daniel Kern, of the Columbia Contract Company.

Howard L. Mather, 40 Twenty-second street North—Doubtless you have been fairly swamped with letters of congratulation, and it is perhaps hardly a friendly act to add to your load. At the same time, I want to give emphasis to the expression of the opinion of your neighbors that, in deciding to put aside your personal preference and making the Mayorality run, you deserve the thanks and support of the law-abiding citizens of Portland. It seems to me that you possess or try to possess the qualities of the day—honesty, ability, knowledge. Nothing but apathy can prevent your success at the polls.

COUNCIL CONTEST IS LIVELY

Democrats and Independents Add Interest to Campaign.

With a number of independent candidates in the field for election to the Council, interest in the approaching city election will not be confined to the Mayorality contest. Of the five Republican candidates for Councilman-at-Large, Ralph C. Clyde, who would succeed Gay Lombard, will be opposed by C. L. Daggett, Democrat, who is running as an independent, John H. Burdard, George L. Baker, J. J. Jennings and William H. Daly, the other Republican nominees for Councilmen-at-Large, not only have no opposition but received the Democratic nomination also.

In the First Ward, T. J. Conannon, retiring Democratic member of the present Council, will oppose his successful Democratic opponent, Tom N. Monka, and Jordan V. Zan, the Republican nominee for the office. A. J. McCabe is the Democratic opponent of Frederick S. Wilhelm, Republican, in the Fourth Ward, while John Montag, Democrat, and Henry A. Holding, Republican, are the rival candidates in the Sixth Ward.

The contest in the Seventh Ward is between Allan R. Joy, Republican, and R. H. White, Democrat. In the Eighth, K. K. Kahl, Republican nominee, is opposed for reelection by Frank M. Kelly, Democrat, and William Schmeer, Republican, who is running independent.

In the recall election for Councilman in the Tenth Ward, J. T. Ellis, the incumbent, is opposed by five independent candidates as follows: C. A. Ambrose, James Maguire, Will G. Stead, D. G. Stephens and Frank B. Harrington.

COMMISSION CLUB GROWS

Half Hundred Citizens Call at Headquarters to Enroll.

Although the plan was not proposed until yesterday, a satisfactory organization has been made toward organizing a Commission Government Club. During the day, nearly 50 citizens called at the headquarters of the citizens' committee, 204 Stark street, and enrolled as members of the proposed club. All voters who believe in a commission plan of government are urged to call at the Stark-street address and become identified actively with the organization.

The purpose of the club, aside from securing the immediate submission to the people of Portland of a commission plan for their adoption, is to assist in bringing out a full vote in the city election, June 5. The demand for the substitution of the present city charter by a commission government charter is widespread among all classes of citizens in this city. They are clamoring for a new charter and can best obtain that result by parti-

The Largest Single Order ever given for automobile Tires and Rims has just been placed with the United States Tire Company

by the Studebaker Corporation—Manufacturers of the popular E-M-F "30" and Flanders "20" Cars

The order calls for practically 135,000 tires and an equal number of Continental Demountable Rims—Gilbert type (Standard Universal Rim No. 3). This single order FOR TIRES ONLY will amount to over FOUR MILLION DOLLARS.

Never before has an automobile concern making cars in immense quantities contracted for a strictly high-grade tire for its entire output of cars.

The transaction is distinctly to the credit of both the Studebaker Corporation and the United States Tire Company—

To the former, because of its unwillingness to supply any but tires of proven quality on its cars, regardless of additional cost involved; To the United States Tire Company because the selection of its tires in preference to all others was made after three years' experience with one of its four brands—Morgan & Wright.

It is of interest to note that three years ago the then E-M-F Company decided that the magneto was an essential part of every automobile and ought, therefore, to be included in the price of the car. This policy undoubtedly cost the company thousands of dollars in possible profits, but it has resulted in having magnetos furnished without extra cost on practically all American cars.

By its present decision to use only Continental Demountable Rims as standard equipment, it is adopting another policy that is well-nigh revolutionary in the automobile business, as heretofore rims of this character have been confined to the highest-priced cars.

The Studebaker Corporation has selected United States Tires and Continental Rims because of their expressed belief that this equipment on their entire product gives both the dealer and the man who buys the car the BEST equipment the American tire market affords.

United States Tires are sold under four brand names: Continental, G & J, Hartford and Morgan & Wright, and are manufactured in five of the largest and best equipped tire plants in the world. Under the present system of manufacturing, there is a UNIFORM SUPERIORITY in all these brands—a fact of immense importance to the motorist. In other words, United States Tires HAVE THE STRENGTH OF FOUR, yet they sell at precisely the same price asked for other kinds. They are undeniably

America's Predominant Tires

United States Tire Company, New York

Branches, Agencies or Dealers Everywhere

PORTLAND DISTRIBUTORS
Chancellor & Lyon Motor Supply Co., Hartford Agency, 627 Washington St.
Ballou & Wright, Morgan & Wright Agency, 86 Sixth St.

Pacific Coast Rubber Co., Continental Agency, 57 N. Front St.
West Coast Supply Co., G. & J. Agency, 326 Burnside St.

QUESTIONS TOO KNOTTY

MANY EIGHTH-GRADE PUPILS ARE CONDITIONED.

Civil Government and Grammar Are Chief Difficulties—Examiners May Have Strained Point.

SALEM, Or., May 22.—(Special.)—Reports from examinations all over the state in the eighth grade indicate a generally poor showing among students, it being estimated that reports which have so far been received at the office of the Superintendent of Public Instruction show that approximately 50 per cent of the students have failed, particularly in civil government and grammar, and consequently have been "conditioned."

Superintendent Alderman, who has largely had charge of preparing the questions in these subjects, said today that undoubtedly the questions were somewhat too technical and the fault could not lie altogether with the pupils.

"It is sometimes difficult not to overstep the mark in giving these examination questions," he said today. "While in civil government, for instance, we endeavored to follow the course of study, probably we dwelt too much on the Constitution. It has been the aim to hold up the students to a high

DEMOCRATS IN CITY HOPEFUL

Party Members Will Vote Straight Ticket, Van Duzer Says.

Reports being received at Democratic headquarters yesterday caused H. B. Van Duzer, chairman of the Democratic party committee, to predict a good vote for George H. Thomas, the Democratic Mayorality nominee, in the coming election. These favorable reports, said Mr. Van Duzer, are coming especially from the residence districts in the suburbs.

"The disposition among the Democrats yesterday," said Mr. Van Duzer, yesterday, "is to vote their ticket straight. The sentiment among Democrats indicates that they will not only vote for the head of their ticket, but for all other nominees as well. With two Democratic candidates in the First Ward and Democrats opposing the Republican nominees in the Fourth, Sixth, Seventh and Eighth Wards, we expect an unusually heavy Democratic vote to be polled."

For soreness of the muscles whether induced by violent exercise or injury, Chamberlain's Liniment is excellent. This liniment is also highly esteemed for the relief it affords in cases of rheumatism. Sold by all dealers.

Over 2000 bottles of "Cough Stops" sold by us last year. Why? Because Plummer's, 249 Third.

BOYS TORTURE JAPANESE

Three Seattle Youths Leave Watchman Gagged All Night.

SEATTLE, Wash., May 22.—(Special.)—Three boys broke into Augustine & Kyers' grocery last night and went through the store after gagging the Japanese night watchman, John Hira.

When Hira was found this morning his mouth was bloody with the severity of the burning gag wedged in his throat. His eyes were blinded with a strip

Breaks Up Hard Cold

Relieves Catarrh Over Night

Vapor Treatment Surely Does Clean Out that Stuffed-Up Head in Record-Breaking Time

Don't try to treat a cold with dangerous stomach disturbing drugs. Get relief by breathing Hyomei (pronounce it High-o-me). Get a bottle of Hyomei for 50 cents and try this rapid and economical treatment. Thousands are using it.

Into a bowl of boiling water pour a teaspoonful of HYOMEI, cover both head and bowl with a towel, and breathe deep into the lungs the healing vapor that arises.

Breathe this vapor for five or ten minutes until the head feels fine, then go to bed and sleep soundly until morning.

That's the easiest way to break up a cold or cure sore throat, or get rid of a

prove the perfection of the trussers' art. Nothing in the store was missing. Hira collapsed when untied.

cough and it is a very sensible way, because the vapor of HYOMEI, full of marvelous virtue, goes directly to the inflamed, sore and swollen membrane and quickly soothes and heals.

A bottle of HYOMEI costs 50 cents at drugists everywhere. A complete outfit which includes a hard rubber pocket inhaler with which you can breathe it at any time or place, costs only \$1.00. It is guaranteed for catarrh, coughs, colds, asthma and croup, or money back. Mail orders filled, charges prepaid, by Booth's Hyomei Co., Buffalo, N. Y.

Hyomei is sold everywhere civilization exists. Besides being the world's best known remedy for catarrh and throat and nasal inflammations it is highly recommended for catarrhal deafness.

