

CARL R. GRAY TO HAVE NEW OFFICE

Hill Denies That He Will Quit Great Northern, but Says Changes Will Be Made.

NEW ORDER TO BE JUNE 1

Head of Hill Lines of Oregon to Be Called to St. Paul for Executive Position, but Title Is Not Made Public.

ST. PAUL, May 6.—(Special.)—Carl R. Gray, president of the Hill electric lines, will become one of the executive officers of the Great Northern, with headquarters in St. Paul, about June 1. L. W. Hill, president of the Great Northern, made this announcement tonight, just before he departed for a two weeks' trip in Glacier National Park.

The announcement came when Mr. Hill was asked to explain some rumors that have become unusually persistent the last few days that he was going to resign as president of the Great Northern on his 40th birthday, which occurs May 19. While Mr. Hill denied that he would sever his connection with the railroad, he declared that there would be some changes on the board of directors.

Both to Stay With Road. "I am not in a position to say at present what these changes will be," said Mr. Hill, "but you may feel assured that both my father and myself will remain with the railroad."

Mr. Gray will come to St. Paul as executive officer of the Great Northern. L. C. Gilman, assistant to the president of the Great Northern, will go to the West end of the lines as assistant to the president, explained Mr. Hill.

President Hill would not say who would take the place of Mr. Gray as president of the Hill lines in Oregon and Washington, nor would he give an inkling of what Mr. Gray's official title on the Great Northern Railroad would be. He was also not ready to make any announcement as to who would take Mr. Gilman's place.

No Meeting May 18. He denied that there would be a meeting of the board of directors on May 18, as was rumored, saying that this would not be possible because James J. Hill, president of the board, would be in the East at that time and he himself probably would be in the West.

The president of the Great Northern left on an early train for the West and it is probable that Mr. Gray will return with him to St. Paul.

"I have not been officially advised of the action of Mr. Hill," said Mr. Gray, president of the Hill lines in Oregon, last night. "For that reason I have nothing to say."

J. J. HILL LTO QUIT IS RUMOR

New York Reports Say Gray Will Be President of Great Northern.

CHICAGO, May 6.—(Special.)—Reports arising in New York today and coming from a seemingly authoritative source tended to confirm a rumor published a short time ago that James J. Hill will retire as an officer of the Great Northern Railroad, May 18, and will be succeeded as chairman of the board of directors of the company by Louis W. Hill, Carl R. Gray, president of the Spokane, Portland & Seattle Railway, will succeed J. W. Hill as president of the Great Northern line. The Spokane, Portland & Seattle is listed among the Hill roads. It also is noted that J. H. Young, president of the Alaska Steamship Company, will become the chief executive of the Spokane, Portland & Seattle Railway. At the present time Mr. Young also is vice-president of the Copper River & Northwest Railroad Company.

The rumors also contain a statement that Mr. Young will be succeeded by R. W. Baxter, general superintendent of the Illinois Central system. While Mr. Baxter declined to comment on the subject today, it was learned from a source that that was not questioned that he has prepared to leave, and that he will succeed Mr. Young May 15. It is regarded as probable that there will be little or no change in the management of the properties mentioned. James J. Hill, it is said, will continue to take an active interest in his properties.

With the retirement of James J. Hill from active work as a railroad official, there will be recorded the passing of the last of the so-called great railroad kings. Mr. Hill died on September 15, 1883, and entered railway service in 1865.

AUTOISTS FAVOR CLATSOP

Motoring There From Portland and Astoria Is Increasing.

SEASIDE, Or., May 6.—(Special.)—Clatsop Beach is rapidly becoming a favorite objective point for automobile tourists. The rainy weather has not prevented travel over the roads, and each Sunday there has been a number of motorists from Astoria. Portland motorists also have fallen into the habit of making occasional trips here. The ride from Portland will be made daily this summer, and some of the Portland machines will be kept here until Fall, fully a dozen owners having made arrangements for the garaging of their machines.

Among the Astoria motorists who were here Sunday were Ross Higgins and William Tallant and family. Both are enthusiastic motorists.

1 KILLED AS VESSEL HITS

24 Surviving Members of "The Russ" Crew Aboard "Dora."

SEWARD, Alaska, May 6.—First Officer John Jorgensen was killed when the codfishing schooner Joseph Russ went on the rocks of Chirikof Island April 21.

A wireless message says that the ship's crew, with the 24 surviving members of the Russ crew, will arrive in Seward tomorrow. Jorgensen was about 25 years old, a Norwegian, and had been a fisherman in Alaska waters for a number of years. He shipped at Seattle.

CHILDREN AT OPEN-AIR SANITARIUM, FOR WHOSE CARE FUNDS ARE NEEDED.



The Johnson Twins



The Johnson Twins and Their Nurse.

EARL AND EVERETT JOHNSON.

BOY PATIENTS HOPE

Twins at Open Air Sanitarium Are Cheerful.

CRIPPLED FOOT GAINING

Physicians Declare That a Little More Money in Subscription Fund Will Insure Both Regained Health.

FUND FOR JOHNSON TWINS.

Previously acknowledged.....\$25.00

James J. Hill..... 2.50

Carl R. Gray..... 2.50

Cash (Mrs. E. B.)..... 1.00

H. H. Northrup..... 2.50

D. E. Norton..... 2.50

Total.....\$42.50

A happy, bright-eyed mite of a boy looked up at his questioner in surprise.

"Sure, I'm well," he said, "except when they press on my foot."

And tiny Everett Johnson, who won't be five years old until next June, shared to the doctor and nurses at the Portland Open-Air Sanitarium at Milwaukie Heights his little right foot, curved out of shape.

Neither Everett nor his twin brother, Earl, know that the doctors say six months more at the sanitarium will straighten out the curved leg and banish tubercular germs from their system absolutely. Neither tiny chap knows that his mother died of tuberculosis several weeks ago, and that is why, when they kneel every night at their nurse's knee, they pray, "And God bless dear papa and mamma."

Subscription List Open. A subscription list already has been opened so that Everett and Earl may be enabled to grow strong and well in the pure Oregon air. Donations to this fund are being received by The Oregonian and will be turned over to W. H. Pear, president of the Merchants Savings & Trust Company, who is acting as treasurer of the fund for the care of the twins.

When the youngsters were visited yesterday morning at the sanitarium they had just finished breakfast. They looked in the pink of health and color is beginning to show in their faces. Little Earl, who weighs 45 pounds, was assisting his one-pound-heavier brother, who has to walk with crutches until his leg is cured, to clamber about the garden.

They Miss Their Toys. They sat down on the rug for a chat. "You see, we haven't even one tiny toy now," said Everett. "Earl has a horn but I broke up mine. We broke our horses, too, and Charles took them away."

Would they like toys? Would they like a "great, great, great big drum," and Everett's needs would be satisfied with a horse. They both thought a horn but I broke up mine. We broke our horses, too, and Charles took them away.

Were they ever naughty? That was a great secret and had to be whispered.

Major James Constantine Dies.

LONG BEACH, Cal., May 6.—Major James Constantine, for 26 years an officer in the Northwest police, died here today, aged 82. Major Constantine was a well known throughout Canada. The body will be taken by the widow to Kingston, Ont., for burial.

SCORES CAUGHT BY FLOOD LEFT TO DIE

Trains Speed Through Water Fearing to Stop and Save Doomed Persons.

MANY SAID TO BE DEAD

Refugees Declare That in Inundated Section of Louisiana Families Have Been Seen to Fall From Housetops.

NEW ROADS, La., May 6.—Flood refugees reaching here early today declare there has been loss of life in that part of Louisiana inundated by the Mississippi River, which rushed through the breach in the levee at Torras.

It is said that motor boats sent to take many persons from floating housetops arrived too late.

How many persons perished cannot be determined. Refugees to the concentration camps are hurried hither and thither. Some families are separated and persons have been reported "missing" who simply have been sent from one camp to another.

Many Persons Swept Away. Nevertheless, many refugees say they have seen entire families swept from housetops. Leaders of the rescue corps admit that several times they have sent motorboats to points where families had taken refuge on the roof of a house and that when the boats arrived its crew found only the building, buffeted about by currents and half its roof surface submerged.

Appeals for help reached here last night from Lettsworth, directly in the path of the Torras torrent. Half a hundred people were reported to be in imminent danger of drowning. The house in which they have taken shelter had been dislodged from its foundation and was being tossed about in the current.

There are at least 1000 persons who remain to be rescued from the inundated country west of Lettsworth and Batcher. Some of them are drifting about on bany collected rafts.

The crevasse water is spreading at a rapid rate, inundating sections of Pointe Coupe Parish, which never before has been reached by overflow. Town after town is being swept by the muddy waters.

The last of the special trains bringing refugees out of the country around Batcher arrived here last night.

When two relief trains were about ready to leave Batcher word was received that there was grave danger of being cut off by a threatened washout in the tracks several miles east of that place. When the first train arrived the water was rising so rapidly that it was flowing over the tracks for a distance of five miles, but the train passed over safely.

When the second section arrived the water was rushing over the track about two feet deep. An attempt was made to reach the other side of the washout but about halfway across the track gave way and the caboose and three cars toppled over. Occupants of the derailed cars were thrown into the water without injury. They were transferred to other cars and brought on to New Roads.

Passengers Are Drenched. When the first section of the relief special sped through the water, which was nearly as deep as the tracks east of Morganza, scores of persons were seen standing waist deep in water near the railroad, signaling the train to stop. The water was rising so rapidly that those in charge of the train decided it would imperil the lives of all those on board to delay the train. The train was not stopped.

The last link binding Batcher with the outside world by rail was severed when the swift waters from the Torras crevasse swept away the long stretch of Texas & Pacific Railroad tracks a short distance east of there.

Reports reach Batcher at all hours of the day of floods and marooned in houses, barns, and on tops of houses. A message was received last night from Lettsworth, six miles north of Batcher, that 50 persons were crowded into one house west of there, and were in imminent danger of being drowned.

The house was washed from its foundations and floating around in the water. Boats were hurriedly dispatched there.

Another appeal for help came from a small village several miles west of Batcher, where a score of persons were said to be clinging to the roof of a barn which was being buffeted about by the waves of the Torras torrent at daylight to take them off.

Governor Asked to Aid. Urgent appeals for boats to be used in rescue work have been sent to Governor Sanders at New Orleans. The steamboat City of Shreveport and a shipment of a dozen skiffs are due to arrive in Batcher today.

Thousands of anxious people in the flood-menaced districts were disappointed today by heavy rains that pelted at levees already strained almost to the bursting point. All night long armies of workmen fought to strengthen those dykes that held firm, while other embankments gave way before the flood that now covers portions of its parish.

Great numbers of men were engaged in the rescue of hundreds of persons who have been marooned in dangerous places, and the work of supplying with food and clothing the thousands already gathered in emergency camps continued.

The situation at New Orleans was unchanged this noon, despite a rise in the river. It is felt that New Orleans is in no danger.

The first levee breach reported today occurred on the Atchafalaya River near Elba. This adds to the menace about Melville.

Water is now rushing over Pointe Coupe parish from two sources, a break in the Mississippi levee already having inundated part of the parish. Hundreds of persons who have remained in this district are in imminent danger.

Water from the Torras crevasse has topped the Fordich Ridge and today is coming down a hot bluff and Grosse Tete Bayou with a rush. It is said to be rising from three to four inches an hour.

MILLIONS GO TO VINCENT

(Continued From First Page.)

made Force Astor, an outright legacy of \$100,000 payable immediately on the testator's death, and all the horses and other livestock, and all carriages and harness and stable furniture, and all automobiles and all provisions and supplies belonging to the testator or sub-

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Immense Response to Every Sale Announcement And Above All

Confidence in the Guarantees of This Store

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NEW TREATMENT FOR RHEUMATICS

"Uric Acid" Course Demonstrated Success in San Francisco

Words of Praise for Sponsor Who Explains His Method

That a new treatment for rheumatism has been discovered, which seems to have almost unfailing success with the dread muscular scourge, has been demonstrated in San Francisco and the bay cities. The new treatment consists of a number of remedies harmonized and combined so as to treat various organs of the body individually, and at the same time have concentrated action on the seat of the disease. The treatment is known as the "uric acid course" and was introduced here personally by Prof. James M. Munyon, the Eastern health expert, and is now being dispensed with great success by his physicians. The treatment has been placed on the market and is carried by most druggists.

In discussing this new treatment Professor Munyon said:

"Few people understand rheumatism. For that matter, few physicians understand it. It is commonly supposed to be a mysterious ailment that comes and goes with no apparent reason, and that the best thing to do when one has it is to grin and bear it, or to bear it anyway, even if one doesn't feel like grinning. This is unscientific, unnatural, and best of all, unnecessary."

"Uric acid in the blood, in the liver, in the kidney, penetrating practically every organ of the body in excess quantities—this is the cause of rheumatism. Incidentally, it is the cause of many other diseases not commonly attributed to uric acid poisoning. How to cure rheumatism? Just by using common sense. If the uric acid in excess uric acid, which is poisoning the whole system, simply attack the disease where it originates—neutralize the uric acid—and your rheumatism disappears. These are the lines on which I and my large staff of consulting physicians have been working for years, and we think we have found success."

"We have positively cured thousands of cases of rheumatism after patients had tried every other method and failed—according to what these patients themselves say—and the demands for our full course treatment have become so great we can hardly keep up with it. My physicians in my rooms, 4 and 6 second floor, 322 Washington street, receive hundreds of patients daily. From all sides we are getting words of praise. Druggists recommend our course, and the treatment complete in package form, and testimonials giving commendation in the most extravagant and flattering terms are pouring in by scores and hundreds. It makes me proud of our achievement and proud of California—my future home."—Adv.

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