

### CHARGES OF PETTY GRAFTING IS MADE

House, After Wordy Warfare, Relaxes Restrictions on Telegraph Privilege.

### EMERGENCY BILL PASSED

Fitzgerald, Who Uprbraids Members for Condoning 10 Per Cent of Laxity, Taken Sharply to Task by Texan.

WASHINGTON, May 24.—A charge that members of the House were guilty of petty grafting was made on the floor today by Representative Fitzgerald, chairman of the appropriations committee. The allegation precipitated a wordy war, in the course of which Fitzgerald himself was accused of having submitted for payment bills for material for which there was no provision in the law. The clash marked the consideration of the emergency appropriation bill, carrying \$101,600 for the expenditures of the House.

The bill as presented made strict regulations on the subject of telegrams.

### Telegraph Privilege Abused.

"The sending of telegrams by members of this House at Government expense," declared Mr. Fitzgerald, "has degenerated into a crying abuse." The telegraph bills of members, Mr. Fitzgerald said, cost the Government upward of \$22,000 a year.

Representative Lloyd, of Missouri, chairman of the accounts committee, sought to excuse the practice and when he said that only one in 10 was a message of private nature, paid for at public expense, Mr. Fitzgerald took him sharply at task for trying to condone even that lapse.

"Did the chairman of the House appropriations committee," shouted Representative Garner, of Texas, Democrat, and a member of the accounts committee, "ever ask for anything at the hands of the accounts committee not provided for by law?"

### Fitzgerald Flatly Accused.

"I think not," retorted Mr. Fitzgerald. "Well, I can state emphatically that the gentleman has."

Mr. Fitzgerald made no response. Mr. Gillett, of Massachusetts, accused the Democrats of extravagance and said the \$22,000 carried for the contingent fund was the greatest ever voted.

Several members denounced the attempt to curtail the telegraphing privilege, contending that the House might as well deprive its members of the telephone and the franking privileges. The strict prohibitions finally were stricken out, 149 to 102, and the bill passed.

### COLLEGE CHANGES COURSE

Milk Production and Manufacturing Branches Are Separated.

OREGON AGRICULTURAL COLLEGE, Corvallis, May 24.—(Special.)—Recognizing the marvelous progress continually being made in the dairying industry in Oregon and realizing that the successful dairymen of the future will be a specialist, who must devote his entire time and attention to the breeding of high-grade milk cows, leaving the manufacturing end of the business to specialists along that line, Professor F. L. Kent, head of the dairy department at Oregon Agricultural College, announces a re-adjustment of the courses of his department with a view of giving proper emphasis to these two phases of dairying.

The rearrangement of the old courses and the introduction of a new one on "milk production" will enable the junior and senior students majoring in either the producing or manufacturing side of the business to take a minor course in the other branch. All students in the department will be required, as heretofore, to take the introductory general course in dairying before choosing the branch of the business in which they wish to specialize.

### WEST SCORES POORFARMS

Governor Would Substitute State Institution for County Places.

SALEM, Or., May 24.—(Special.)—"If my plan, as proposed several weeks ago, to do away with the county poor-farms throughout the state and substitute a state farm to care for the indigent persons of Oregon, is adopted, the state will save about \$146,000 annually."

This was the announcement of Governor West today. He has received from each county figures showing the cost of maintenance of the county poor-farms, and believes that by centralizing in Salem, or in some other locality where the state owns land, a large saving can be made the taxpayers.

"It costs to maintain the county poor-farms," continued the Governor, "\$124,000 a year. I do not think there are more persons at these farms than at the Penitentiary at present. It costs to maintain the Penitentiary \$76,000 a year. The difference between these figures, I believe, will represent the saving that can be made by centralizing the farms."

### ALBANY PLANS GAY FOURTH

Opening of Electric Railroad Will Be Appropriately Observed.

ALBANY, Or., May 24.—(Special.)—At a well-attended meeting held in the rooms of the Albany Commercial Club last evening, plans were launched for a "Fourth of July celebration which will include elaborate ceremonies in connection with the completion of the Oregon Electric to this city and the opening of the third annual Chautauqua Assembly in the same date.

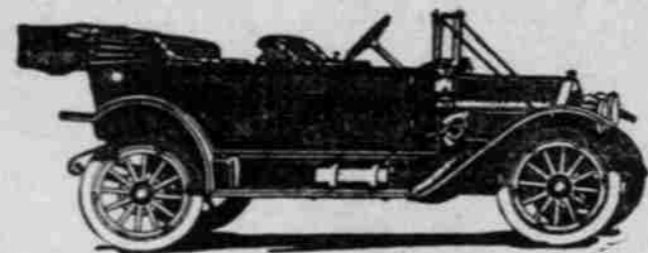
F. J. Fletcher was chosen chairman of the executive committee for the celebration and chairman of the committees to arrange for the celebration were named as follows: Amusements, William Eagles; decoration, L. E. Hamilton; parade, D. O. Woodworth; programme, N. Chambers; reception, Gale S. Hill; transportation, Charles Scott; finance, C. Schmitt; publicity, Willard L. Marks. These committee chairmen, together with F. J. Fletcher, general chairman, and F. D. Gilbert, Mayor of Albany, will constitute the executive committee.



# The Best Liked Cars in America

The length of this car represents total production of Studebaker E-M-F "30" and Flanders "20" cars to May 15, 1911

The length of this car represents total production of Studebaker E-M-F "30" and Flanders "20" cars, one year later, to May 15, 1912



—1911

The immense growth in numbers in Studebaker E-M-F "30" and Flanders "20" cars within the past year is a striking fact.

Between May 15, 1911, and May 15, 1912, thousands more of E-M-F "30" and Flanders "20" cars were built and sold than had been built altogether in three previous years of their manufacture, rich as those were.

Everyone knows that when the E-M-F "30" was first put on the market it created a furor. Others declared it was too good to be true, the car couldn't be built at the price. Yet it was built, and everyone of those early cars is still in service and giving satisfaction. Then with rapidly growing production Studebaker cars maintained their original promise of unequalled quality at their price and kept on giving satisfaction.

Here is the result. We have built and sold in the last year more cars than in the three years before put together, and there are over 65,000 Studebaker E-M-F "30" and Flanders "20" cars on the roads today.

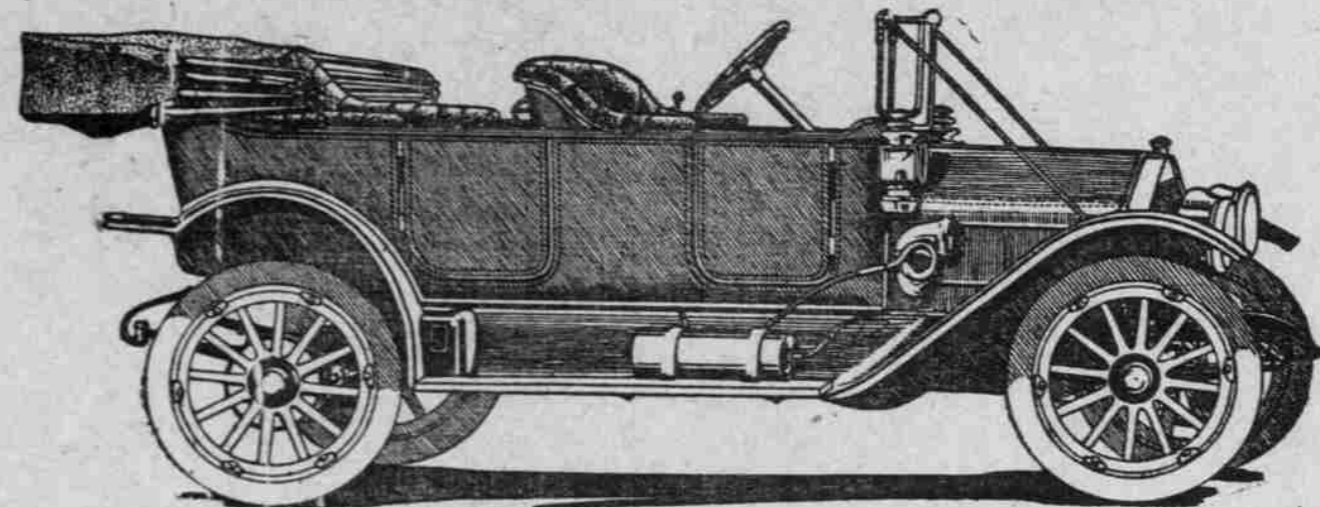
The American people have tried Studebaker E-M-F "30" and Studebaker Flanders "20" cars, put them to every conceivable test and said, "We're satisfied! These Cars Are Right."

In huge and fast increasing numbers they have backed their approval with cash orders. And every E-M-F "30" and Flanders "20" owner will be proud to tell you the car he drives.

Studebaker E-M-F "30," \$1100

Ask for Our New Art Catalogue. It Will Interest You.

Studebaker-Flanders "20," \$800



—1912

The Best Liked Cars in America. Other good cars have their loyal owners, too, some as loyal as Studebaker owners. But their cars are too few to be compared.

One or more alleged competitors, it is true, sell many cars, but not because their owners are proud to possess them. Nowhere in this world is there such tremendous and incontrovertible approval upon a car as this outspoken conviction of the American people on Studebaker E-M-F "30" and Flanders "20" cars.

There are a hundred other reasons why a Studebaker E-M-F "30" or Flanders "20" should be your choice. Come to us and we will go over them with you in detail. We can convince you by them alone.

But greater than these, standing alone because no other car built can offer any comparable argument, is this one fact.

The American public has tested Studebaker E-M-F "30" and Flanders "20" cars and found them not wanting. The conviction has gone home, and confidence in the Studebaker product has made the year just passed bigger in Studebaker sales than all the years before.

Measure up all the arguments of other cars and then weigh them in the balance against this judgment of the American people.

## The Studebaker Corporation

Detroit, Michigan

L. H. ROSE, Northwest Manager

Portland Branch, Chapman and Alder Streets

Tacoma Branch, 1129 Tacoma Avenue

Seattle Branch, 2201-3 Second Avenue.

### GIRLS ARE HELPED

Mrs. McBroom Tells of Work for Non-Delinquents.

### MINNEAPOLIS FINDS WAY

Those Who Are Only Victims of Poverty or Neglect of Parents Present Different Problem. Home Is Needed.

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too much hair and too sheer waists. They tell their own story.

Girls Can Help Themselves. "But we have girls who are only the victims of poverty and there is no place for them to go. We, like Los Angeles, have organizations where girls may be helped to help themselves, but where it takes some money. We want our home to be the kind where a girl comes to learn a stranger with no money may come and stay till she can find work and a home. We want to protect the girl who is perhaps only foolish and may be guarded from worse things by fate or thrown into worse things for lack of it."

### DOOMED MAN WAITS CHAIR

Woman Sentenced to Death With Him Still in County Jail.

BOSTON, May 24.—Harry Masclott, who, with Mrs. Lena Cusumano, is sentenced to die in the electric chair in the week of June 3 for the murder of Mrs. Susimano's husband, was brought to the state prison at Charlestown today from Plymouth.

Mrs. Cusumano remained in the Plymouth jail. If she goes to the electric chair she will be the first woman in Massachusetts to be electrocuted. Many organizations of women have entered protests against enforcing the death penalty in her case.

### Belgian Aeronaut Enters Race.

NEW YORK, May 24.—Belgium has notified the Aero Club of America that its representative in the International aeroplans race at Chicago next August will be Frank Morok, a Belgian who has lived in New York for several years. He will fly in a machine of his own manufacture.

### Death-Seekers to Be Prosecuted.

RENO, Nev., May 24.—Seven would-be suicides are being nursed back to health in hospitals in different parts of the state and upon recovery will be prosecuted under a law enacted by the last Legislature making an attempted suicide a felony.

To a Chicago loan shark who testified that he goes to church every Sunday Judge Landis said, sarcastically: "Don't let your religion interfere with your business."

### TAYLOR MOVE BLOCKED

JUDGE EAKIN OVERRULES MOTION FOR REHEARING.

Plaintiff Allowed 20 Days in Which to File Affidavits in Answer to Those of Defendant.

OREGON CITY, Or., May 24.—(Special.)—Circuit Judge Eakin today overruled the motion of Charles Davenport Taylor, the millionaire miner, for a rehearing of the motion to have the order

annulling the marriage of the plaintiff to Minnie E. Taylor set aside.

Judge Eakin gave the plaintiff 20 days in which to file affidavits in answer to those of the defendant.

An order annulling the marriage was

made about a year ago, but on motion of the defendant the order was set aside. She alleged that she had not been served with summons, although they were published in an Oregon City paper, a copy of which was mailed by

the Sheriff to Mrs. Taylor's address. Judge Eakin announced that the defendant would be allowed 20 days to file counter affidavits to those of the plaintiff.



### Mt. Scott Park Cemetery Puts On a Motor Tram

Mount Scott Park Cemetery is located one mile south of Lents on the Mount Scott carline and three-fourths of a mile southeast of Watson Station on the Caradero line. The cemetery management has been operating three 7-passenger automobiles conveying visitors between these stations and the cemetery. The traffic has been steadily growing until it became necessary to find some other means of transportation. The motor tram was decided upon.

Investigation disclosed the fact that these trams are in operation in a great many of the Eastern cities, successfully competing with the streetcar lines. They carry from 22 to 40 passengers. Some of them are of the pay-as-you-enter type, charging a 5c fare and operating in the densely settled districts.

The first car to be put in operation by the cemetery management will be next Thursday, Decoration day, between the carlines and the cemetery. This is the date set for the formal dedication of the new cemetery.

If it is a 22-passenger tram and will undoubtedly render valuable service. The cemetery authorities say that if this car proves successful it is their intention to establish regular motor tram service between Portland and the cemetery, accommodating passengers to all way points charging a 10c fare, or, if possible to do so, the fare will be 5c. The service between the carline and the cemetery is free.

### LENNON'S Saturday Message To Men

Wash Ties in new design and texture, 25c quality, 2 for . . . . . 25c

Men's Pure Silk Hose, black and all colors; greatest value for . . . . . 25c

Men's New Pure Thread Silk Knitted Ties, new bias stripes, all the new colors. \$1 Ties, special for . . . 65c

309 Morrison St.

Lennon's

FOR SHIRTS AND UNDERWEAR

The Store That Quality Built.