

ARGUMENTS OPEN IN JACK HAMILTON CASE

State Refuses to Question
Five Defense Witnesses.

THREE BARRED BY COURT

Attempt to Recall Case of Mistaken
Identity Eight Years Ago Is
Ruled Out by Judge.

Of the first eight witnesses called by the defense in the trial of Jack Hamilton, realty dealer charged with forgery, before Circuit Judge Morrow yesterday, five either testified differently than was expected of them or so uncertainly that the prosecution did not cross-examine a single one, and three were not allowed by the court to testify.

R. J. Ellis, patrolman, was the first to be called. He was expected, obviously, to impeach Stephen A. D. Corey and George H. Layman, witnesses for the prosecution, by a reflection on their dependability as witnesses. He was asked if he knew the reputation of either Corey or Layman as to truth and veracity.

Reputation Not Known.

"No," he answered. Attorney John J. Jeffrey looked at Attorney Lee Travis, lifting his eyebrows. There was no response.

"Take the witness," said Attorney Jeffrey.

"No cross-examination," replied Deputy District Attorney J. L. Hammersley, who, with Deputy Samuel H. Pierce, represented the state.

C. C. Moore, the notary before whom the forged mortgage was signed, was called. Jack Fletcher, complaining witness, had accused Hamilton of giving him a deed to a homestead in Malheur county on which the name of J. Burton Buchanan was forged. Moore was asked if he had ever seen Hamilton. A positive "No" would have injured the state's case greatly.

"I can't say whether I ever did or not," replied Moore.

"Take the witness," said Attorney Jeffrey.

"No cross-examination," replied Deputy Hammersley.

Check Deal Is Recalled.

L. J. Stoops and Fred Bauer, proprietors of a billiard and soft-drink establishment on Fourth street, were called. It was intimated that they were expected to testify that a man named Buchanan had passed a bad check on them and that Hamilton was not the man. Both testified that there had been no bad check passed on them by either Hamilton or Buchanan, Stoops asserting he had never seen either Buchanan or Hamilton.

A. H. Winter was called for the apparent purpose of testifying to the familiarity of Hamilton with Portland. It being necessary that the prosecution show that he was a non-resident since the forgery in 1915, else the statute of limitations would apply to his case. He said he had met Hamilton last July and was driven around by Hamilton, who was showing some property. He testified that Hamilton did not seem to know the names of streets.

Winter said that he did not know the reputation of Ed De Young. De Young was a witness for the prosecution, being brought from Salem, where he is serving from six months to three years on a forgery charge, to testify that Hamilton had told him all about the alleged deal with Fletcher some while ago. Hamilton's recognition by a friend of Fletcher as he testified for the defense during the trial of De Young led to the present prosecution.

Trial Is Nearing End.

Neither Winter, Bauer or Stoops were cross-examined.

Judge J. P. Kavanaugh, attorney J. J. Fitzgerald and C. A. Ambrose were subpoenaed next by the defense to testify concerning a case of mistaken identity which came up in local courts more than eight years ago. Judge Morrow sustained an objection against this and would not permit them to testify.

Emily Baker, Alice Bostock, W. C. Houghton, H. W. Beale, C. H. Pugh, Henry J. Clough, William A. Cannon and I. H. Cook were called upon to testify as to Hamilton's presence in Spokane, Wash., in March, 1915, at the time the alleged forgery took place in Oregon.

The case was concluded for the defense without Hamilton taking the witness stand in his own behalf. Argument was begun and will be concluded this morning.

CREDIT MEN BOOST SHRINE

ANNUAL MEETING HELD GREAT
ASSET TO PORTLAND.

K. K. Kubli, at Luncheon. Tells
Extent and Character of
Imperial Council.

Believing that no one thing will do more to advance the credit rating of Portland in the business circles of the world than will the holding of the 1920 Imperial Council of the Mystic Shrine in this city, the Association of Credit Men last night put their "ax" on the plans of Al Kader Temple for securing that event.

Credit men declared that no one thing did more for the material advancement of Seattle in recent years than did the meeting of the Shriners in that city in 1915.

The credit men dined at the Denison in the evening and had as one of their guests K. K. Kubli, who told them of the extent and character of the Imperial Council.

Mr. Kubli called it the largest meeting that is held in North America, and said the event would bring 100,000 visitors to Portland, that they would stay four days. He estimated they would leave \$2,000,000 in the cash registers of the city.

April 8 and 9 the members of Al Kader will make a canvass of Portland to raise the \$100,000 needed for entertainment purposes, provided the convention comes here. No money will be collected if the convention goes to some other city. In case the subscriptions are called the total amount will be divided into three equal payments.

SCHOOL TO GIVE RECEPTION

Lincoln Service Men Will Be Entertained Today.

Lincoln high school boys who have returned from service with the army, navy or marines will be entertained at a reception at the high school at 1:30 o'clock this afternoon. Service men, their friends and families have been invited by the faculty committee which is in charge of the event.

An interesting programme is promised for the assembly at 1:30 o'clock. Following this will be the reception. All service men are expected to appear in uniform.

The Gasoline Problem of Supply and Demand

The second of a series of three statements

The war directed attention to the need of petroleum conservation. Speaking on this subject, Mark L. Requa, General Director, Oil Division, United States Fuel Administration, recently said:

"The disproportion between the supply of and demand for gasoline is enormous and constitutes a critical problem.

"Projected at the percentage of increase, 1904-1914, we should require in 1927 something like 700,000,000 barrels of petroleum. In 1918 our total production was only 350,000,000 barrels."

To meet this situation both the petroleum and automobile industries have for several years been making every effort. The problem has been approached from every angle:

- The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- The oil refiners, with the help of their chemical engineers, are ever devising new and improved processes of refining by which they squeeze every possible drop of gasoline out of each barrel of petroleum.
- The automotive engineers have aided much in gasoline conservation by their constant improvement of automobile engines and methods of carburization. Their efforts are to secure the operation of automobiles on grades of gasoline that permit the maximum production of this motor fuel from each barrel of crude oil and which, at the same time, will give the greatest power and mileage from each unit of gasoline consumed.

All these methods are succeeding to a marked degree, and yet gasoline consumption is increasing much faster than production.

Facing these bald facts last summer, it became evident to President Wilson and the United States Fuel Administration that there was virtually as great need for gasoline conservation as for food conservation.

In consequence the United States Fuel Administration requested Eastern states to discontinue entirely all non-essential use of passenger automobiles, and for a time this request was so extended that only automobiles in Government, emergency or war service were in use on Sunday. These limitations were not extended to the Western states, because at the time there was enough gasoline being produced in California for Pacific Coast needs and its distribution did not require the use of transcontinental transportation facilities needed for war.

It was part of this same campaign to conserve gasoline that led President Wilson to appoint a Government com-

mittee to determine and adopt standard specifications for gasoline and other petroleum products.

This committee consisted of the United States Fuel Administration and representatives of the War and Navy Departments, the United States Shipping Board, the Director General of Railroads, the Bureau of Mines and the Bureau of Standards.

The committee was assisted and advised by technical experts from each of these departments and bodies.

After extended discussions, exhaustive tests and experimentation, this Government committee adopted standard specifications for gasoline, not only for aviation purposes, but also for general motor use on land and sea.

These United States Government specifications were drawn up with a view to providing a grade of gasoline that would meet every practical requirement and yet allow maximum production. They deal with the problem on the basis of the best utilization of our petroleum resources, and the maintenance of reasonable prices to the consumer.

Drafted as they were by impartial Government experts, these United States Government gasoline specifications are today being generally considered as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the necessity of petroleum conservation.

The gasoline being furnished today is more powerful and gives greater mileage than the gasoline of ten years ago. Its use is made possible by the improvements in automobile engines and methods of carburization. To go back to the gasoline of ten years ago would be to accept a more highly volatile but less powerful gasoline giving less mileage. It would also result in decreasing the production and increasing the cost of gasoline.

All Red Crown gasoline now being supplied in the Pacific Coast states is refined to conform with the United States Government standard specifications. It has the full, uniform chain of boiling points necessary for full-powered, dependable gasoline: Low boiling points for easy starting, medium boiling points for quick, smooth acceleration, and high boiling points for power and mileage.

STANDARD OIL COMPANY

(California)

