

THE BUYING SYSTEM UPHELD BY OFFICIALS

Letter From Railroad Administration Is Given.

RAILROAD REDUCES PRICE

Manufacturers Are Eager to Produce, Alleges Writer of Letter in Washington.

OREGONIAN NEWS BUREAU, Washington, April 24.—After promising former Governor Oswald West that changes would be made in the present plan of purchasing cross ties from Oregon mills, the railroad administration sent a letter to senators McNary and Chamberlain and Representative McArthur which looks much like there is no disposition to relent. The letter, which was delivered the day following Governor West's departure for home, says:

"On August 1, 1918, the railroads of the Pacific northwest posted notices of their readiness to accept cross-ties. These notices gave the specification which ties would be required to meet and the prices which would be paid for each kind and grade accepted. They also contained the statement that purchases would be made 'until further notice' and that persons desiring to furnish ties will make application to the purchasing agent.

"High Prices Justified. The prices offered were approved by the war industries board. They were higher than those paid before, but were justified by the conditions in the lumber and transportation industries brought on by the war. The railroads needed ties and the sawmills were busy with other demands for their output. The stimulus to the production resulting from the high prices quickly lifted the railroad requirements for ties and now some railroads in our northwestern region have an unusual surplus.

"As you know, the signing of the armistice and the resultant cancelling of orders for war lumber affected the lumber industry decidedly. With the withdrawal of the fixed maximum prices of the war industries board for lumber was effected to railroads at much lower prices.

Southern Pacific Cut Price.

"In order to not pay more ties than it could use and not pay more for ties than for better timbers, the Southern Pacific railroad, on February 1, 1919, removed the notices issued last summer and posted one stating that the maximum price of August 1, 1918, 'are no longer in effect. Take up with this (purchasing agent's) office for new prices and orders.' The Southern Pacific had ordered more ties than it should for itself and had no more orders to fill for shipment to other roads. Anybody would be justified in criticizing this administration if any railroad bought all the ties produced by all the mills along its lines whether or not there was a demand for them. In fact, the Southern Pacific had placed orders for 250,000 more ties than it could use or ship then; but none of these were cancelled and no reduction will be made in the prices under which these ties were ordered.

Market Broadens, Is Argument.

"Instead of the market for fir in the form of cross-ties being narrowed by this administration, it has been widened to an unprecedented extent by the shipment of fir cross-ties by rail and vessel to Atlantic coast roads. The placing of an order from one railroad in the hands of another for shipment does not prevent a manufacturer from disposing of his produce. He receives at his mill for his ties as much from the purchasing agent of the road on which he is located as he would be paid by a distant road. The distribution by the regional purchasing committee in Chicago of the orders for ties among the railroads traversing the territories producing them results in a spread of the business wider than was the case when individual railroads placed orders with a few favored brokers or manufacturers.

Manufacturers Eager to Produce.

"The manufacture of millions of fir ties under the standard specification of this administration by manufacturers eager to produce more of them disproves the assertion that waste is occasioned by our inspection. Any complaints regarding harsh or arbitrary action by an inspector will be investigated promptly. Through a system of supervising inspectors we are able to give much more uniform inspection than was possible when each railroad had specification and inspection standards of its own.

WEST EXPECTS NO CHANGE

Tie-Buying System Will Probably Remain but Abuses Be Corrected.

Oswald West is not over-optimistic of the return of the railroad administration to the old system of open markets in the purchase of ties for the railroads of the country, which was gone into thoroughly during his stay in Washington and will be submitted to Director-General Hines and Director of Purchases Spencer on their return from their western trip. He expressed a desire on the part of the officials to deal fairly with the tie producers of the Pacific northwest, and yesterday gave out a brief statement of what was accomplished, as follows:

"The officials at Washington extended me every courtesy and gave me a hearing which extended over several days. They showed a desire to correct every existing abuse and deal fairly with the tie producers. They agreed to restate the prices posted last fall and recently canceled. They declared their willingness to accept a greater percentage of graded ties and endeavor to assist in finding a market for the smaller sizes, which are now piling up on the hands of producers. While insisting that inspectors should see that ties delivered reasonably comply with specifications they showed that they were not in sympathy with the unfair practices of many inspectors.

"The question of returning to the old system of open markets was thoroughly gone into and will be submitted to Director-General Hines and Director of Purchases Spencer on their return to Washington. However, I have but little hope of seeing this come about at this time, as the railroad administration seems bent on giving the present policy a fair trial before making changes."

Obituary.

WOODBURN, Or., April 24.—(Special.)—Peter H. Thompson, who died at his home in this city April 22, was born in Norway in 1822. He was a gold miner in Australia four years and

came to America with his family in 1872. He came to Oregon in 1873. The funeral will be Friday, with interment at Belle Vista cemetery.

Mr. and Mrs. Thompson celebrated their 50th wedding anniversary in Woodburn on June 14, 1912. Seven children survive: Mrs. Maria L. Howard, Reno, Nev.; Mrs. Anna C. Stinson, Woodburn; Mrs. Sadie Davis, Astoria; Henry Thompson, Ephraim, Ariz.; Mrs. G. M. McWhorter, Or.; Mrs. Edward Burke, Baker, Or.; and Paul H. Thompson, with the American expeditionary force in France.

ASHLAND, Or., April 24.—(Special.)

—Mrs. Eleanor Hargrove, one of the oldest residents of Ashland, died at her home April 21 at the age of 92 years. Mrs. Hargrove, her husband and small children, came to Ashland about 25 years ago and has since been very active in the social and civic life of the city. Mrs. Hargrove is survived by six children: R. F. Hargrove, Pocatonia, Ark.; T. L. Hargrove, Miami, Okla.; Mrs. D. L. Glenn, Ashland; Mrs. L. M. Goodwin, Eugene; Mrs. R. P. Nell and Miss Anna Hargrove of Ashland, all of whom were with her at her death.

Funeral services for Mrs. Sarah Ann Wilks will take place at 1230 Rockwood in Rockwood. Burial will be made at the Powell cemetery on Sandy boulevard. The services will be conducted by F. G. Schnell, pastor of the Rockwood Methodist church.

Mrs. Wilks died Wednesday afternoon. She was the oldest pioneer in eastern Multnomah county, with the exception of D. S. Dunbar of Fairview. She was born in North Carolina in 1829. At the age of 15 she moved with her parents to Iowa, where in 1857 she married Amos Rowen. In 1862 they crossed the plains and settled at Mount Tabor. One year later Mr. Rowen died and she married William G. Wilks, a pioneer of 1845. She was the mother of ten children, of whom the following survive: W. A. Rowen, T. R. Rowen, Mrs. Mary Benson, all of Rockwood; Mrs. Anna Wright of Oresham and Edward G. Wilks of Columbia View, Or. Mrs. Wilks has been a member of the Rockwood Methodist church since organization about 41 years ago.

Salem, Or., April 24.—(Special.)

—Merrill Klingbein, a pioneer resident of Salem, died last night at the family home after an extended illness. He came to Salem in 1876 and had lived here ever since. He was a prominent citizen of the capital city for nearly a half century.

VILLA REPORTED IN PARRAL

OUTLAW WITH 1200 MEN SAID TO BE IN CONTROL.

Government Forces on American Cavalry Horses Go to Engage Bandit and His Small Army.

JUAREZ, Mexico, April 24.—Three American mining men were killed in Chihuahua City last night by automobile from Parral with a force of 1200 men, according to a message received here today. It is believed to be in control of Parral at present. A cavalry column of 1000 government troops, mounted on American cavalry horses, recently purchased from the United States government, left Chihuahua City today overland for Parral to engage the Villa forces, according to telegraphic advices received from Chihuahua City. The railroad was cut near Conchos station, south of the state capital, yesterday and the troop train movements toward Parral are impossible.

VANCOUVER MAY GET POOL

Agitation for Swimming Place Is Again Renewed.

VANCOUVER, Wash., April 24.—(Special.)—The annual agitation for a swimming pool for the children of the city has started, and the pool bids fair now to become a reality. The Women's club of the city has about \$250 which it has pledged to the swimming pool. The Dorcas society will give about \$50 and several smaller contributions have been promised. A meeting of the Vancouver Commercial club last night the proposition came up and it was first proposed to have the pool in the city park, a concrete basin of considerable size with dressing rooms and shower-baths. If necessary, these would be of temporary nature, the main thing being the big pool. It was suggested by Lloyd DuBois finally that the city school board should take the scheme and build the pool on the west of the present high school, so that when the other wing is built there would be direct access over the pool, which would then be enclosed. A committee of three, M. S. Cohen, E. E. Beard and Lloyd DuBois, was appointed to take up the proposition with the school board.

CONVENTION AT BEND ENDS

Cattle and Horse Raisers' Association Members Leave for Home.

BEND, Or., April 24.—(Special.)—High in their praise of the entertainment given them during their two days' stay in Bend, members of the Oregon Cattle and Horse Raisers' association left here this morning for their homes, after their annual convention, which came to a close last night. At the banquet given in honor of the stockmen, more than 500 were in attendance, and an excellent French dinner served by the Ladies' Altar society was followed by addresses. C. S. Hudson of Bend presided as toastmaster, re- sponses being given by Representative Sinnott, O. M. Plummer of Portland, William Hanley of Burns, William Polman of Baker, C. M. McAllister of Portland, S. Correll of Baker, Walter M. Pierce of La Grande, M. R. Biggs of Prineville, F. R. Hedrick of the Kansas City stockyards, F. V. Maris of Corvallis and George Russell of Prineville.

Yakima Sees Flying Circus.

YAKIMA, April 24.—Yakima interest in the victory liberty loan flying circus was heightened today by the fact that two Yakima boys, Captain Lowell Smith and Lieutenant Harry Ward, were among the flyers. The performance was carried out without hitch or accident. The largest crowd ever gathered in Yakima saw it. Several local people, including Judge George B. Holden of the Yakima superior court, went up in the morning. The aviators were entertained this evening at a banquet, and left tonight for Spokane.

Bridegroom 73, Bride 53.

VANCOUVER, Wash., April 24.—(Special.)—While Vancouver is a popular Green's Green for young swains, it is also a popular place for the older ones. Today David Powell, 73 years old, of McMinville, Or., and Mrs. F. E. Bully, 53 yrs. of age, of the same city, were married here. Dry stubwood and trade wood, green stumps, for sale. Holman Fuel Co., Main 254, A 3521—Adv.

FOREST PROTECTIVE MEN IN SESSION

Data on Fire Hazards Will Be Compiled.

AUTOS BIG HELP IN WORK

Federal, State and Privately-Owned Timber Areas of Pacific Slope Are Represented.

Information which men interested in the protection of northwest and Pacific coast forests have gathered through their years of experience will be placed on paper in the forms of charts and maps for the coming year and generations.

A demand for the collection in material form of the knowledge of the present workers was expressed during the afternoon session of the standardization committee of the Western Forestry and Conservation association, which opened a three-day conference yesterday morning in the peacock room of the Multnomah hotel. George H. Cecil, U. S. district forester, and E. T. Allen, manager of the Western Forestry and Conservation association, both of Portland, presided as chairman and secretary of the meetings. Forty-one persons interested in forest conservation have registered, representing the federal, state and private forests of Montana, Idaho, Washington, Oregon, California and British Columbia.

All Data to Be Published.

F. A. Elliott, Oregon state forester, brought the subject before the meeting in his address on fire plans, on which both he and R. H. Rutledge, district forester from Missoula, talked. Discussion on the subject followed, in which practically every person in attendance emphasized the need of conserving in definite form the knowledge of the present workers. At the suggestion of Hugh Henry of the Oregon Forest Fire association this will be compiled during the near future and will include physical characteristics, sources of supplies, obvious hazards, historical data of former fires and other items of interest concerning all forests on the Pa-

cific coast and as far east as Montana. Forester Cecil spoke during the opening session of the feasibility of co-operating with army officials to get suitable soldiers for patrolmen. It was announced that British Columbia is conducting courses to teach soldiers forest work.

Reports were given to show that the use of automobiles in the forest protection work is being increased. Different makes were discussed and it was reported that the running expense of the cars in use varied from 5 to 3 cents a mile, the number of employees necessary.

Following a talk given by R. H. Chapler of the federal district forest office on railroad fires, the following committee was appointed to report this morning: F. E. Pape, Washington state forester; W. J. Ross, St. Maries, Idaho; R. H. Chapler, Portland; D. Roy Cameron, Kamloops, B. C.; I. N. Nash, Idaho state land commissioner.

Menace by Spruce Debris.

The extreme hazard to forests of the northwest which was created by the United States Spruce Production corporation while obtaining airplane materials was brought out by Forester Cecil. After the signing of the armistice work in the spruce camps stopped and no attempt was made to clear up the slashings from which grave dangers to the forests were being created. The Markham of the United States Spruce Production corporation asserted that it is desired to liquidate affairs of the corporation and to get out of responsibility for fire hazard created. To do this, he declared, it will be necessary to get clearance from timber owners on the plan made for turning over to the forest service a fund to clean up with.

Other speakers yesterday were George C. Joy of the Washington Forest association, A. E. Boorman, Montana Fire association, and C. H. Flory of the Portland district forest office. Scheduled today are the following speakers: W. D. Humiston, Potlatch Lumber company; Huntington Taylor, Edward Rutledge Timber company, Coeur d'Alene, Idaho; T. L. Greer of Sandpoint, Idaho; E. T. Allen, manager of Western Forestry and Conservation association; W. R. Osborne Jr., federal forest service; F. E. Pape, Hugh Henry, Roy Headley, federal district forester from California; Tom Talbot, federal forest service; Frank R. Cole, Tacoma, Wash.; Lieutenant-Colonel C. S. Chapman, 10th engineers.

Well-Known Men Present.

Others who have registered are: L. B. Rowland of the Timberman, Portland; John Pearson, Portland; Ben E. Bush, state land department, Boise, Idaho; H. C. Shelworth, secretary, treasurer of Southern Idaho Fire association, Boise; W. D. Humiston, Potlatch Lumber company; R. H. McCoy, Bonanza Ferry Lumber company, Idaho; A. Bystrom, Washington Forest Fire association, Seattle; Lee Wade, super-

vising warden of Lincoln county, Toledo, Or.; E. S. Collin, Ostrander Railroad & Timber company, Portland; J. M. Mann, forest ranger, Guler, Wash.; William F. Will, forest ranger, Stabler, Wash.; R. J. Gline, federal forest service, Stabler, Wash.; A. L. McCarty, state forest service, Tillamook; T. E. Hooker, district warden, Stevenson, Wash.; Hugh B. Rankin, forest supervisor, Medford; F. H. Brundage, federal forest service, Portland; Norman Jacobson, forest supervisor, Bend; J. Willis Ferguson, Clackamas-Marion Fire Protection association, Molalla, Or.; F. E. Pape, state forester, Olympia, Wash.; A. P. Donohue, chief forester, Missoula; A. H. Sylvester, federal forest service, Leavenworth, Wash.; Clara Koch, Missoula, Mont.; W. J. Ross, St. Maries, Idaho; W. G. Phalen, fire warden of Pend d'Oreille Timber Protection association, Sandpoint, Idaho; R. Y. Short, dominion forest service, Vancouver, B. C.; J. G. Edgington, district fire warden, Hood River; E. J. Hamlik, federal forest service, Seattle; C. S. Goodyear, Spruce Production corporation, Raymond, Wash.

The standardization committee itself consists of a member for each state representing private patrol organizations with each state forester and federal district forester of the territory involved. Its members are: C. S. Goodyear, W. D. Humiston, A. E. Boorman, George C. Joy and R. D. Swales representing respectively the private patrol associations of Oregon, Idaho, Montana, Washington and California; F. A. Elliott, F. E. Pape and J. C. Van Houk, state foresters of Oregon, Washington and Montana; R. H. Rutledge, George H. Cecil and Coert Du Bois, United States district foresters from districts No. 1, 6 and 5.

HOGS BRING RECORD PRICE

Seattle Figures Exceed Previous High Mark by \$3.

SEATTLE, April 24.—With an advance of 25 cents today, making the top figure \$20.75, the Seattle hog market went \$3 higher per hundredweight than any previous local record. Competitive bidding for stock by middle west packers, it is said, is causing the high prices.

Admiral Niblack Home From War.

NEW YORK, April 24.—Rear Admiral Albert P. Niblack, who was in command of the American naval forces in the eastern Mediterranean during the war, arrived here today on the steamer Aquitania. Admiral Niblack was recently relieved of his command and is to become chief of the bureau of naval intelligence at Washington.

Well-Known Men Present.

Others who have registered are: L. B. Rowland of the Timberman, Portland; John Pearson, Portland; Ben E. Bush, state land department, Boise, Idaho; H. C. Shelworth, secretary, treasurer of Southern Idaho Fire association, Boise; W. D. Humiston, Potlatch Lumber company; R. H. McCoy, Bonanza Ferry Lumber company, Idaho; A. Bystrom, Washington Forest Fire association, Seattle; Lee Wade, super-

1-2-3-4.....20

There isn't enough space to tell you here about the twenty exclusive features that make the "Royal" typewriter choice of big business everywhere. But we can mention a few to show why a "Royal" demonstration is worth while.

Take, for instance, the "Royal" accelerating typebar. It's the fastest, strongest ever invented—flashes to the printing point with cumulative speed—requires less energy per tap, means more work per day.

The "Royal" personal touch adjuster enables your typist to tune the tension of the entire keyboard to her liking in just the twinkling of an eye. She can best tell what that means to her.

Inbuilt card devices make possible the neatest, most exact typing on a card or label of postage stamp size. And "Royal" perfect letterpress work gives a uniquely clear-out beauty of type impression—tells you why we say "compare the work."

Better phone for a "Royal" demonstration and find out about the other features—you will see why the "Royal" is the logical choice.

ROYAL TYPEWRITER CO., INC.
Suite 216 Railway Exchange Bldg., Portland.
Phone, Main 189.
Branches and Agencies the World Over.

ROYAL

"Compare the Work"

FACTORY SAMPLE SHOP

286 Morrison St., Bet. 4th and 5th., Next to Corbett Bldg.

BEWARE OF IMITATORS AND IMITATION SAMPLE SHOPS. Look for the Big Sign With the Hand Pointing at 286 MORRISON STREET. FACTORY SAMPLE SHOP.

Extra Specials

On Suits, Coats, Capes, Dolmans and Dresses

We give what we advertise and if within three days you are not satisfied, your money will be cheerfully refunded.

SUITS

In all sizes and shades, up to \$37.50 at only

\$18.95

SUITS

Greatly reduced, at only

\$12.95

Capes and Dolmans

All sizes in Blue and Black and a few light shades. Up to \$22.50, at only \$12.95 and

\$10.95

Dolmans and Dresses

Mostly samples. Some in this lot run up to \$27.50, and we do not exaggerate these great bargains at only

\$12.95

Sample Suits

Sample Capes

Sample Dolmans

Some run up to \$45. To close out during this sale at only

\$23.95 and

\$18.95

Silk Sport Skirts

Many samples. To close \$4.95

SILK CREPE DE CHINE and GEORGETTE WAISTS, also SWEATER SLIP-OVERS in this lot, at only..... \$2.95

VENUS PENCILS

The dependable uniformity of VENUS Pencils, in every pencil of every degree, make them indispensable for exact work.



17 Black Degrees. 3 Copying. ALL PERFECT. American Lead Pencil Co. New York

BORADENT TOOTH PASTE

THE MILK OF MAGNESIA. NEUTRALIZES MOUTH ACID. Phone your want ads to The Oregonian. Main 7070, A 6055.

WIVES OF MEN