

14 RAILROAD UNIONS DEMAND HIGHER WAGE

Communication to Hines Sets Forth Men's Position.

CUMMINS WRITES WILSON

President Is Told He Already Has Power to Handle Situation Without New Law.

WASHINGTON, Aug. 6.—Representatives of 14 different railroad unions now have joined in a communication to Director-General Hines asking immediate increases in wages.

The communication, which is the first instance on record in which all the railroad unions, representing 2,000,000 employees, have acted as a unit.

Mr. Hines said he had not had time to analyze the communication, but it seemed a formal presentation of wage demands already made public.

Cummins Writes Wilson. The senate interstate commerce committee late today by unanimous vote directed Chairman Cummins to reply to President Wilson's suggestion for legislation to create a special railroad wage board.

Senator Cummins' letter will not be made public until tomorrow, but it is understood to advise the president that he has full authority without further legislation.

The senate committee also decided without dissent to take no action on either suggestion in the wage situation and will not attempt an inquiry proposed into the relations of railroad employees' wages to living costs.

New Law Unnecessary. The committee is understood to take the position that there was nothing in the president's letter to Chairman Cummins which required action by congress.

The committee, it was said, including all democrats as well as republicans, also takes the view that while the railroads are under government control the president and director-general have ample power to adjust both wages of employees and wage board in either necessary nor desirable.

Chairman Cummins' letter, it was said, will state plainly the present responsibility of the president and director-general in the present railroad employees' demands is on the president and director-general and not on congress.

INDIANAPOLIS, Aug. 6.—In a telegram to President Wilson, the Indiana Federation of Farmers' Associations, representing more than 100,000 Indiana farmers condemned "vicious threats of a revolution," and declared that if the railroad strike continues seriously and considers advising all its members to hold all farm products until the strike ends.

BELGIAN FAMILY IS HAPPY MOTHER AND CHILDREN SEPARATED BY WAR REUNITED.

Father Joins American Army to Be Near Youngsters, Who Now Are at Home in Portland.

After having lived in America for the period of the war, a Belgian family were reunited in Belgium, their fate unknown.

Mrs. Polydor Wittevoorn, who lives on Oswego street, at last has her youngsters home with her and her husband came to America about two months before the war broke out for a visit, and left the children, a girl of four months and a boy of seven with their grandmother at Charleroi, Belgium.

The parents were not permitted to return after war had broken out, the leading nations of Europe, and rarely heard from relatives because of interrupted mail service.

He kept his wife informed, as he did receive, however, informed them of the safety of the children as well as of the hardships they were forced to endure.

In the hope that he might reach the youngsters and at the same time be of assistance to his native land, Mr. Wittevoorn joined the American army and went overseas with a detachment of engineers.

In this capacity he was able to learn that the children had escaped the fighting and in the first days of the conflict and were being well cared for, although improperly clothed and underfed.

It was a happy reunion that took place in Belgium a few weeks ago when the mother claimed her tots. She reached Portland last Friday with the children, and called yesterday at Army recruiting headquarters for her husband's victory button.

Mrs. Wittevoorn found the boy sturdy and apparently in good health, but the girl fared less fortunately and is almost a nervous wreck, due, it is said, to proper food and clothing, and exposure attendant upon fleeing to escape the Germans when they visited Charleroi.

PROSECUTION IS PLANNED

his address to congress until Tuesday next week instead of this Friday.

President Declines to Delay. Republican Floor Leader Mondell of the house suggested the postponement because of the absence of members from Washington, but the president declined in a letter to the republican leader.

The president told Mr. Mondell that the situation now was as acute as it was last week when he requested congress not to adjourn and that he felt it his duty to present his views to congress at the earliest possible moment.

There was no intimation from the White House as to the nature of the recommendations president would make in addressing congress.

The trend of the government's activities in an attempt to solve the living cost problem, however, the view of several officials, the president probably will deal with these subjects: Enlargement of provisions of the Lever food control law to make it operative after the proclamation of peace and applicable to shoes, clothing and all life necessities in addition to food. Legislation to reach the small indi-

vidual profiteer as well as "big business" extortion.

Legislation to define profiteering, thereby making easier prosecution under existing laws.

Laws to make speculation in necessities a crime.

Legislation limiting the margin of profit on necessities.

Another major development of the day was the making public of the federal trade commission's report on the industrial investigation.

This report charged that the high price of shoes resulted from excessively high profits taken by every factor in the trade.

The packers, tanners, manufacturers and retailers all shared in the blame. The report was placed before Attorney-General Palmer today.

Hoarder to Be Fought. The hoarder "is the big part of the same right now," in the opinion of the government officials in charge of the efforts to bring down prices.

Attorney-General Palmer indicated today that he was depending largely on the section of the Lever act dealing with hoarding as one of the most immediate means for forcing prices down.

"The price gouger can be reached in another way," the attorney-general said, explaining that there was not much difference between hoarding and profiteering.

The attorney-general today pointed out that all of the war-time laws governing production and distribution of foodstuffs still were in force and that they would be used to the fullest extent.

The conditions confronting the country now, he said, are properly classed as resulting from the war and are a part of war conditions.

Profiteering, Says Packers. Testifying before senate committee investigating living conditions in the District of Columbia, Thomas E. Wilson, president of Wilson & Co., and chairman of the Institute of American Meat Packers, declared that the packers were not profiteering.

The high cost of living, he told the committee, was a world problem and not local.

"The world is on a holiday and people are taking no action on either suggestion in the wage situation and will not attempt an inquiry proposed into the relations of railroad employees' wages to living costs."

PITTSBURG, Aug. 6.—Warrants were issued this afternoon for the arrest of officers of the Pittsburgh branch of the Central Sugar company of Chicago, charged with profiteering.

The information, which was sworn to by Special Agent Edgar J. Speer of the department of justice, charged that the company during the last few weeks sold sugar at 14 cents a pound wholesale.

CHICAGO, Aug. 6.—Approximately \$2,000,000 worth of surplus leather goods, finished and unfinished, purchased by the government before the end of the war, was sold at public auction today.

The prices obtained were greater than those paid by the government at the time of the purchase, it was said. The orders represented several hundred manufacturing concerns.

CHICAGO, Aug. 6.—Before the session of the Illinois Agricultural association called to adopt an attitude toward legislation pending in congress for regulation of the packing industry, Charles Borglet of Havana, Ill., related an instance of "how the high cost of living hit the farmer."

Hide, \$6.50; Shoes, \$12.50. "Recently I bought two pairs of shoes for my children. They cost me \$12.50. Leather is very expensive these days," was the explanation at the store.

Soon after that one of my cows died, and then I lost a calf. I got \$4.50 for the two hides. We can pay as much as usual; leather is very cheap now," was the explanation.

As near as I can get of my children is wearing the equivalent of a hide on each foot. There is a great big gap somewhere between the producer and the ultimate consumer.

COLUMBUS, O., Aug. 6.—County Prosecutor Scheninger, in the name of the state, filed proceedings in the Franklin county court today against the Columbus Packing company and the Fairmount Creamery company for an injunction and a receiver for 151,251 pounds of pork which the prosecutor alleges the creamery company has held in storage for the packing company in excess of the period stated by law and for the purpose of profiteering.

The suit was filed under the new Ohio storage law.

SEATTLE, Aug. 6.—Forty thousand pounds of bacon, 1908 cans of corned beef and 1988 cases of canned tomatoes, obtained from army quartermaster's depot here, were placed on sale to the public at cost by the city today.

SPOKANE WILL CHECK FOODS City to Make Inventory of Stock and Keep Eye on Waste.

SPOKANE, Wash., Aug. 6.—As a step toward co-operation with other cities of the northwest in an effort to reduce the cost of living, the city council today instructed the health department to make an inventory of all food stocks held in this city.

It was also suggested that an instance of "how the high cost of living hit the farmer."

DOZEN ENGINES ARE DEAD Mineral Salts in Water Supply Choke Boilers of Milwaukee.

SIoux CITY, Ia., Aug. 6.—A dozen locomotives pulling freight trains are stalled on the Sioux City division of the Chicago, Milwaukee & St. Paul railway. They can move neither forward nor backward.

INVASION BY AIR CHARGED U. S. Aviators Accused of Violating Mexican Sovereignty.

EL PASO, Tex., Aug. 6.—Mexican military officers today protested to the United States army headquarters here against what they claimed were violations of Mexican sovereignty by American army airplanes flying over the border.

It was claimed that an American aviator in eight or ten days had made several trips over the border.

Senator Chamberlain to Speak. OREGONIAN NEWS BUREAU, Washington.—Senator Chamberlain will go to Shelbyville, Indiana, Saturday, to speak Sunday night and from there will go to Shelbyville, Illinois, for another speech on Wednesday.

S. & M. green stamps for cash. Holman Fuel Co. Main 231, A 232. Blockwood, short slabwood. Rock Springs and Utah coal; sawdust.—Adv.

FREIGHT EMBARGOES FORCED BY STRIKE

Lines Stop Shipments of Coal and Wheat to East.

MORE SHOPMEN GO OUT

Leader Believes Railroads Will Be Tied Up Soon—Mail Influence to Bring Prosecutions.

KANSAS CITY, Mo., Aug. 6.—Railroads bringing wheat into Kansas City must curtail their daily arrivals to two cars, compared with the former daily average wheat movement to this market of 850 cars, officials of the Kansas City Terminal Railway company announced today.

The fact that all railroad shopmen here are on strike is assigned as the reason for the order.

CHICAGO, Aug. 6.—Leaders of the Chicago district council of the Federated Railway Shopmen's union said tonight that a conservative estimate 275,000 were on strike throughout country and that the movement was spreading.

They declared no violence would be countenanced by the organization and that so far as they knew no mail trains had been interrupted with.

Assistant District Attorney Roy said that evidence of interference with the mail train schedules would bring action against persons responsible for calling the strike. He also said he questioned several representatives of the shopmen today.

Rank and File Demand Strike. L. Hawker, president of the district council, said so far as he knew none of the shopmen had been summoned by the district attorney to be questioned. As to responsibility for the strike, he said, the rank and file had demanded a strike in spite of the wishes of their grand president, and that the men were determined to remain on strike until their demands for 55 cents an hour for mechanics and 60 cents for helpers had been granted.

He said that every railroad in the middle west and south has been seriously crippled by the walkout. He predicted that freight service and a large part of passenger service will be tied up within a week in nearly every section of the country.

The executive council of the union, through President Hawker, today issued an order calling on all shop foremen to join the strike.

Effects on traffic of the strike of federated railroad shopmen were seen today in the embargo placed by several lines on all freight shipments of perishable goods.

Accessions to the ranks of the strikers, which seemed to be increasing, it was believed, would lead additional lines to refuse to accept less than carload shipments.

Investigation of the manner in which the strike was called was being made by R. A. Milroy, assistant United States district attorney, who seeks evidence with a view to prosecution of those responsible for efforts to tie up the railroads, which are under government supervision.

SPOKANE, Wash., Aug. 6.—Shopmen in the employ of the Northern Pacific and Oregon-Washington & Navigation companies here went on strike today as a result of a vote taken yesterday, and shopmen of the Milwaukee and St. Paul, and the Great Northern, and Spirit Lake, Idaho, also are on strike.

Three hundred and seventy men in the Northern Pacific shops at Parkwater, a suburb, 120 in the locomotive shops and 250 in the car shops, left work at this hour, and a large part in the Oregon-Washington shops here walked out.

Boilermakers Back at Work. At Othello, 100 carmen went on strike today, but the 120 carmen at Spirit Lake yesterday returned to work today. One hundred men are out at Malden and an equal number at Spirit Lake.

The car shopmen of the Great Northern at Hilliard, a suburb, remained on duty today, pending receipt of strike orders from their international officers. Five hundred locomotive shopmen who went on strike there yesterday, still were out today.

NEW YORK, Aug. 6.—Service on the subway, elevated and trolley lines of the Brooklyn Rapid Transit company was demoralized at the rush hour early today by the strike of part of the company's 6,000 employes.

The walkout did not assume serious proportions until 3 A. M., when thousands of passengers on their way to work in New York crowded onto the boroughs across the river awaited in the subway trains which were operated on a limited scale.

Coal Traffic Suspended. The strike was called to enforce demands for an eight-hour day, recognition of the union and increase in pay to 25 cents an hour for all trainmen and proportionate raise for other employees.

HUNTINGTON, W. Va., Aug. 6.—All coal traffic was suspended on the Chesapeake & Ohio this afternoon as a result of the shopmen's strike. At the same time an order was issued from division headquarters here prohibiting an embargo on all classes of freight.

E. L. Beck, division superintendent of the Chesapeake & Ohio railway, officially announced today that beginning tomorrow, all passenger as well as freight traffic of the line west of Clifton Forge would be discontinued.

WALLA WALLA, Wash., Aug. 6.—Boilermakers in the Union Pacific railroad shops here, went out on the general wage strike here at 10 o'clock this morning. At this point they are only four or five in number.

The machinists and others are still at work waiting further instructions from their headquarters in Spokane and Portland.

OREGON SHOPMEN ARE NOT OUT No Move for Walkout Contemplated as Far as Can Be Learned.

There is no strike of railroad shopmen in Oregon so far as could be learned up to a late hour last night. There have been no demands made upon local officials of the railroad administration for a strike.

It is not known what may be contemplated by the men. Machinists in the northwest at points where others of the shopmen have gone out have received orders from the general chairman of their organization at Omaha.

Reports received yesterday at the office of J. P. O'Brien, federal manager of the Oregon-Washington and Southern Pacific Oregon lines indicated that the strike had gone out to the west. Spokane, with 102 shopmen out, leads northwest points on the Oregon-Washington. The total employed there was 110. At the shops at Seattle, 87 men out. Walla Walla seven and Tekoa, Wash., 12.

So far as has been reported yesterday there was no strike on the Southern Pacific lines in Oregon, and no movement by men at the Albina shops of the Oregon-Washington.

DEDICATION PLANS READY

500 Editors Expected at Oregon City When Tablet Is Unveiled.

OREGON CITY, Aug. 6.—(Special)—Plans are complete for the dedication ceremonies at the monument erected by Willard F. Hawley, Sr., to commemorate the site of the Oregon Spigot, the first newspaper established west of the Rocky mountains, which will be held at the Oregon Spigot, headquarters of the National Editorial association in this city Saturday. It is expected that nearly 500 of the members of the association will be in attendance, coming to Oregon City on a special train operated by the Portland Railway, Light & Power company.

The special train is scheduled to leave Portland at 4 o'clock from the station at First and Alder streets.

FLIGHT COSTS \$1 MINUTE Salem Flier at Albany Ready to Take Passengers Up.

ALBANY, Or., Aug. 6.—(Special)—Albany people will have their first chance to ride in an airplane tomorrow. City Terminal Railway pilot, James Cook, landed at the local field at noon today and will carry passengers in the air ten minutes for \$10. He will stay here as long as he is demanded for the trips and then fly to Corvallis.

Lieutenant Cook is flying a Curtiss JN-4 biplane. He was in the fifth pursuit group, American aviation corps in France 23 months.

GREAT ARMADA ANCHORS

(Continued From First Page.) early view of the fighting ships. The motor boats darted in and about the war vessels like pilot boats, and causing Captain Twining, chief of staff on board the New Mexico, to remark: "We must be getting an unofficial reception."

Officers Visit Admiral. Though Admiral Rodman had signalled an order anchoring that commanders of other warships need not pay their respects or come aboard, many visits were paid by the ships' officers to the commander-in-chief during the day.

The following ships and their commanding officers were present tonight off Los Coronados, New Mexico: Captain A. L. Willard; Mississippi, Captain W. F. Moffett; New York, Captain Palmer; Texas, Captain E. J. Connelley; H. Schofield; Wyoming, Captain H. H. Christy; Arkansas, Captain L. R. De Steigler; Georgia, Captain L. C. Palmer; Vermont, Captain E. J. Connelley; Birmingham, Captain F. T. Evans; Montana, Captain G. C. Day; Yarnall, Commander W. F. Halsey; Rathburne, Commander T. A. Symington; Wisconsin, Commander J. S. Barlow; Woolsey, Commander F. V. McNair; Dent, Lieutenant-Commander W. C. Wickham; Elliott, Lieutenant-Commander E. L. Gardner; Tarbell, Commander H. Powell; Jefferies, Lieutenant-Commander F. Slingluff; Radford, Lieutenant-Commander A. S. Carpenter; Montgomery, Lieutenant-Commander J. C. Jennings; Smith, Lieutenant-Commander J. M. B. Smith; Gambell, Commander E. Jacobs; Ramsay, H. H. Norton; Buchanan, Lieutenant-Commander H. H. Benson; Aaron Ward, Commander R. A. Spruance; Waters, Lieutenant-Commander J. F. Shafroth; Beggs, Commander H. V. McKittrick; Ward, Commander M. S. Davin; Thatcher, Commander R. R. Stewart; Walker, Lieutenant-Commander R. T. Verity; Ludlow, Commander H. K. Kewitt.

ABOARD FLAGSHIP NEW MEXICO, OFF LOS CORONADOS, Aug. 6.—Admiral Hugh Rodman, commander of the Pacific fleet, stepped down the ladder that led from the high bridge of the flagship New Mexico and, stepping into the quarterdeck, went to his cabin, where he eased himself into an arm chair. He had observed with keen eye the great fleet under his orders as it dropped the mudhooks overboard off Los Coronados.

Royal Pictures Decorate Deck. Turning to his desk, on which were autographed photographs of the king and queen of Belgium, King George of England and President Wilson, a picture of appreciation for what the admiral and his sixth battle squadron had done during the war was placed on the desk. The Germans behind Heligoland and Admiral Rodman became reminiscent and consented to tell of the work of the British fleet.

The American fleet left for England in November, 1917," said Admiral Rodman, "and we did not get back until the following year. The British fleet, under the command of Admiral Sir David Beatty's grand sea fleet in Scapa Flow and were immediately sent to the Mediterranean to meet the American warships took part in all regular tours of duty in the North sea with the British fleet as a whole, and not infrequently with smaller detachments in convoy work and scouting, but always with a mixed force of British and American ships, under the command of a British admiral and sometimes I had two or three British ships under my command."

British Fleet Saved World. "Let me say this right here," added Admiral Rodman, "had it not been for the British fleet the war would have been won by Germany, unqualifiedly. The British fleet has been the backbone upon which the security of the British empire rests."

The admiral's blue eyes sparkled with evident delight when he told of the amazement with which the British beheld the efficiency and celerity with which the American fleet worked in conjunction with the British navy. The British venerate above everything else—that is royalty and the British navy. When we became part of the grand sea fleet and when we proved our efficiency we were given every confidence. They gave us their signals, the codes, all information in regard to policy, and confided to us their most secret codes, which was very much like the Jews of old when they opened the holy of holies. They also gave me secret information on their espionage system which I have never even given to our own officers today.

Sub Sunk by Propeller. The admiral said that much other information was exchanged between the American and British fleets, in regard to fire control, interior discipline and matters of all kinds relating to the work at hand. Instruments were also exchanged.

"The British marveled at our quick use of the English codes and signals," he continued, "but in spite of all this co-operation that part which surprised them most was that we in that our Americanism in the slightest degree."

Oil Laws Up to Congress SINKING OF NEW WELLS IN MEXICO TO BE DECIDED.

No Official Records Found of Purchase of Oil Lands by Japanese Interests.

MEXICO CITY, Aug. 6.—Oil legislation will be taken up about the middle of this month by the extraordinary session of the Mexican congress, which will base its consideration of the subject on the message sent to congress last November by President Carranza, according to a statement made today to acting head of the department of industry and commerce and also chief of the oil bureau of that department.

Senator Salinas declared that earlier in his department was concerned, the question of new oil legislation was closed, saying that the department, in issuing provisional permits for oil interests to sink wells, had turned the whole question over to congress for final disposition.

Discussing the report that Japanese interests are securing oil land on the Atlantic and Pacific coasts of Mexico, Senator Salinas declared that his department had no official record of such transactions and that Japanese oil men had made no inquiries at the department, and that his department would not be advised as to these deals. Since most of the oil territory along the Atlantic coast is held by American, British or German interests, Senator Salinas said it seemed hardly probable that any new concerns could acquire important holdings by purchasing small tracts from Mexicans.

Referring to "Circular No. 5," giving permission for the sinking of oil wells, which was issued under date of August 1 by the direction of President Carranza, the acting head of the department said:

"This circular is intended to be a temporary solution of the fuel problem. The Mexican government, for the purpose of showing its helpful disposition, given permission for companies to drill wells, provided they subject themselves to the law which will be enacted by the Mexican congress."

Irrigation Bonds Certified. SALEM, Or., Aug. 6.—(Special)—An additional \$75,000 of the \$200,000 bond issue of the Marion county irrigation district certified by the irrigation securities commission. Prior to this time \$175,000 of the total issue had been certified.

During the last few months of the war as many as 200,000 American soldiers passed through England in a month.

PAVING PLANT PROFITABLE Marion County Making Rapid Progress on Liberty Highway.

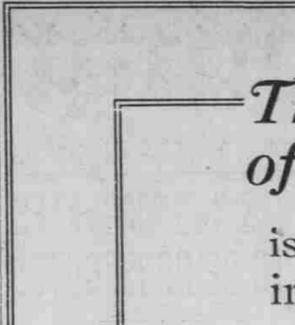
SALEM, Or., Aug. 6.—(Special)—Operation of the new paving plant purchased recently by the Marion county court has proved a valuable asset in road building here, and rapid progress is being made in paving Liberty highway. This improvement is a part of the Marion county road programme and upon completion will represent an expenditure of about \$40,000. The new

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Oil Laws Up to Congress SINKING OF NEW WELLS IN MEXICO TO BE DECIDED. No Official Records Found of Purchase of Oil Lands by Japanese Interests.

LUNCH

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