

BURNS CONVENTION SETS NEW RECORD

Big Attendance at Cattle and Horse Raisers' Meeting.

CITY PROVES HOSPITABLE

Although Taxed to Capacity by Crowd, Houses Are Opened and no One Lacks for Care.

BY ADDISON BENNETT.

BERNE, Or., May 28.—(Special.)—The Cattle and Horse Raisers' association's two-day session has drawn to a close, and it can be said certainly that this seventh annual meeting set a record for the attendance of both members and the public. The meetings of the day were held in the movie theater, presided over by Julian Byrd, editor and proprietor of the Times-Herald, the oldest newspaper in Harney county. When President Polman called the members to order Monday morning every seat in the auditorium was filled, all of the officials were on the stage, and the lobby was packed out to the sidewalk, and yet the streets were crowded with visitors and members, the latter being recognizable from the badges of membership they wore.

The number in attendance at both the Monday morning and afternoon sessions was perhaps 350 all that could get in the hall and lobby; and the number was kept up all day, waiting members entering as fast as seats were vacated.

Scores of Machines Seen.
The members and visitors began to pour into Burns by automobiles, buggies and on horseback Sunday by noon. Looking out over the great Harney valley from the highest point in town shortly after my arrival, about 3 P. M., dozens and scores of machines could be seen coming from every point of the compass. By nightfall there was not room to park another auto on the main street or for the first block and the cross streets, and every garage was full. There were by dusk some 750 machines in town.

Food Not Scarce.
There was no shortage of good food or of beds. The regular restaurants and hotels were of course overflowing, most every private house had from one to half a dozen guests, the ranch houses within a radius of a dozen miles housed and fed their guests, while the ladies of Burns took possession of a big garage, put up tables and seats for 350 guests and served better food than the average hotel. As for beds, the general committee obtained a few hundred cots and placed them in every available place in town. Nobody lacked good accommodations.

Never before did the association have a more representative meeting. There were cattle and horse growers from every nook and corner of eastern Oregon. Walla Walla sent its quota. Baker of course was largely represented, so was Union, Grant, Wheeler and Malheur counties. I am not so sure about Hood River, Sherman and Gilliam counties, but Morrow was well represented, also Wasco, Jefferson, Deschutes, Crook and Klamath counties, while many came from Lake, and almost all of the counties along the western slope of the Cascade range were represented. Yes, it was a representative meeting, enough being present to fill a hall of a thousand seats.

Late Member Eulogized.
One of the features Monday was that of an eulogy to one of its earliest and most enthusiastic members, the late Bernard Daly of Lakeview. After a brief address the audience stood mute with bowed heads in his memory.

The visitors came from abroad in several ways. Several from Irvinville and Lakeview direct by autos. Many from Bend, 150 miles to the west, a large number of them by auto. A number of machines came from Baker, via Sumpter, Prairie City, John Day and Canyon City. I came by that route with William Polman, S. O. Correll, William Duby, Henry Sonnenmeyer and George C. McMullen. The three former are respectively president, secretary and treasurer of the association. Mr. Correll came in his car with his wife and was accompanied by Mrs. Correll, Miss Edna Correll and Mrs. Rhene Ungege. We left Baker about 11 o'clock Sunday morning and pulled up at the Biggs hotel in Canyon City, 58 miles from Baker, about 4 P. M. Mrs. McMullen, owner of the Biggs, gave us splendid treatment, and we left Sunday for Burns, 70 miles away. We made that run in less than five hours. Taking the whole trip of 150 miles the running time was about nine hours—and over five mountains!

DAY TRAVEL IS URGED

RAIL CHIEFS WOULD SAVE SLEEPERS FOR SHRINERS.

Meeting Held in Seattle to Lay Plans for Handling Convention Traffic.

SEATTLE, Wash., May 28.—(Special.)—Shriners and other travelers living within a radius of 400 miles of Portland, the Shrine convention city, will be asked to use day trains and occupy day coaches while traveling to the convention, according to a decision reached at a meeting of the Pacific Northwest Passenger association Thursday. The association comprises rail passenger chiefs of Oregon, Washington and British Columbia lines.

The action was taken as a measure of releasing sleeping cars for the huge travel originating in the east and middle west which will visit Seattle, Portland and San Francisco in June. While there is sufficient equipment to handle this prospective unprecedented travel, an acute shortage of sleeping cars prevails. According to persons living within 400 miles of the coast will be asked to use day trains and day coaches as much as possible.

John M. Scott of Portland, general

passenger agent of the Southern Pacific company, who is chairman of the association, announced that the next meeting will convene July 9 in Portland.

Among the officials in attendance were: D. Charlton of Portland, general passenger agent of the Northern Pacific; John M. Scott of Portland, general passenger agent of the Southern Pacific; A. C. Martin of Portland, assistant general passenger agent of the Oregon-Washington Railroad & Navigation company; A. P. Chapman Jr. of Seattle, assistant general passenger agent of the Chicago, Milwaukee & St. Paul; William McMurray of Portland, general passenger agent of the Oregon-Washington line; Claude W. Meldrum of Seattle, assistant general passenger agent of the Great Northern; J. F. Maguire of Vancouver, B. C., traveling freight and passenger agent of the Canadian National railways; Hugh McKenzie of Seattle, assistant general passenger agent of the Pacific Steamship company; John H. Bunch of Seattle, general freight and passenger agent of the Alaska Steamship company; Waldo Payne of Spokane, traffic manager of the Inland Empire railroad; Guy Hill of Portland, chief clerk of the Southern Pacific; Roy Merritt, passenger representative for the Grand Trunk railway.

BIG LAND DEAL EFFECTED

AMOUNT INVOLVED IS SAID TO EXCEED HALF MILLION.

25,000 Acres and 14,000 Sheep Sold by Cunningham Company to Citizen of Enterprise.

PENDELTON, Or., May 28.—What is said to be the largest land transaction ever consummated in Umatilla county, and one of the largest to take place in eastern Oregon in years, was completed here today, when the Cunningham Sheep & Land company was purchased by Fred W. Falconer of Enterprise, Or., at a price said to exceed a half million dollars.

Announcement of the sale was made by J. M. Keeney of Portland, vice president of the corporation. Included in the deal are 25,000 acres of land and 14,000 head of sheep. Falconer will assume control of the property July 1, Mr. Keeney said.

Charles J. N. Burgess, former state senator and member of the state highway commission, who was murdered near Portland last winter, was head of the concern, which was founded here in 1905.

REAPPOINTMENT IS URGED

Washington Club Workers Ask Choice of Mrs. W. S. Griswold.

OLYMPIA, Wash., May 28.—(Special.)—Hundreds of names of leading club workers and women active in civic affairs are being signed to petitions circulated throughout the state and being forwarded to Governor Hart urging him to reappoint Mrs. W. S. Griswold of Seattle to the industrial welfare commission. Mrs. Griswold's term expired in December and shortly before the last wage conference Governor Hart announced the appointment of Mrs. Winfield S. Smith of Seattle to the place. Mrs. Smith declined to serve and Mrs. Griswold has continued to act on the commission.

No statement was made at the governor's office regarding receipt of the petitions nor has there been any announcement by the governor of the resignation of Mrs. George P. Hardgrove of Spokane, another member of the welfare commission, although Mrs. Hardgrove made the fact of her resignation public early in the week.

GRADUATION DATES FIXED

Nasel, Wash., School Commencement Exercises Announced.

NASEL, Wash., May 28.—(Special.)—At 8 o'clock tomorrow night at the school picnic grounds the Nasel grammar school graduation exercises will be held. Sunday evening, in the school auditorium, baccalaureate and memorial services will be held. Mrs. J. A. Wheeland leading.

On Saturday evening, June 5, will be held the seventh annual commencement exercises of the high school, one student, Esther Bighill, graduating.

At the third annual reunion of Nasel alumni last Saturday evening, Alfred Weatston, 1917, was elected president, and Miss Esther Niemi, 1918, secretary, was elected.

OIL RELIEF IS IN SIGHT

10,000 Gallons of Gasoline Due to Arrive at Prineville June 1.

PRINEVILLE, Or., May 28.—(Special.)—Prineville will soon have relief from the gasoline shortage, which is seriously affecting everyone in the section. On June 1, 10,000 gallons of gasoline will arrive for distribution. The supply here was first cut one-half and then to one-fourth and is sold only to those who absolutely had to have it. At present there are about 3000 gallons on hand, which will last about three days' average supply normally.

MINIMUM WAGE ATTACKED

Hotel Owners Ask Review of Washington Order.

OLYMPIA, Wash., May 28.—(Special.)—Attack on the minimum wage of \$18 a week for women employed in hotel and restaurant work, established by the industrial welfare commission, was made yesterday in the superior court of Thurston county by counsel for hotel owners on a petition asking for review of the commission's order. John M. Wilson, judge of the superior court, took the matter under advisement and will file a written opinion.

Children Give \$2000.

EUGENE, Or., May 28.—(Special.)—During the stay in Eugene of Dr. Lincoln Wirt, who is working in the interest of the near east relief campaign, \$2000 in pledges were obtained by him from the school children of this city to apply to the fund being raised in Lane county. Dr. Wirt spoke at a luncheon here Tuesday and spent two or three days among the school children of the city. The women's organization that has charge of raising Eugene's quota of \$1500 will start to work at once and expects to finish by next Wednesday.

Bathing Beach Being Improved.

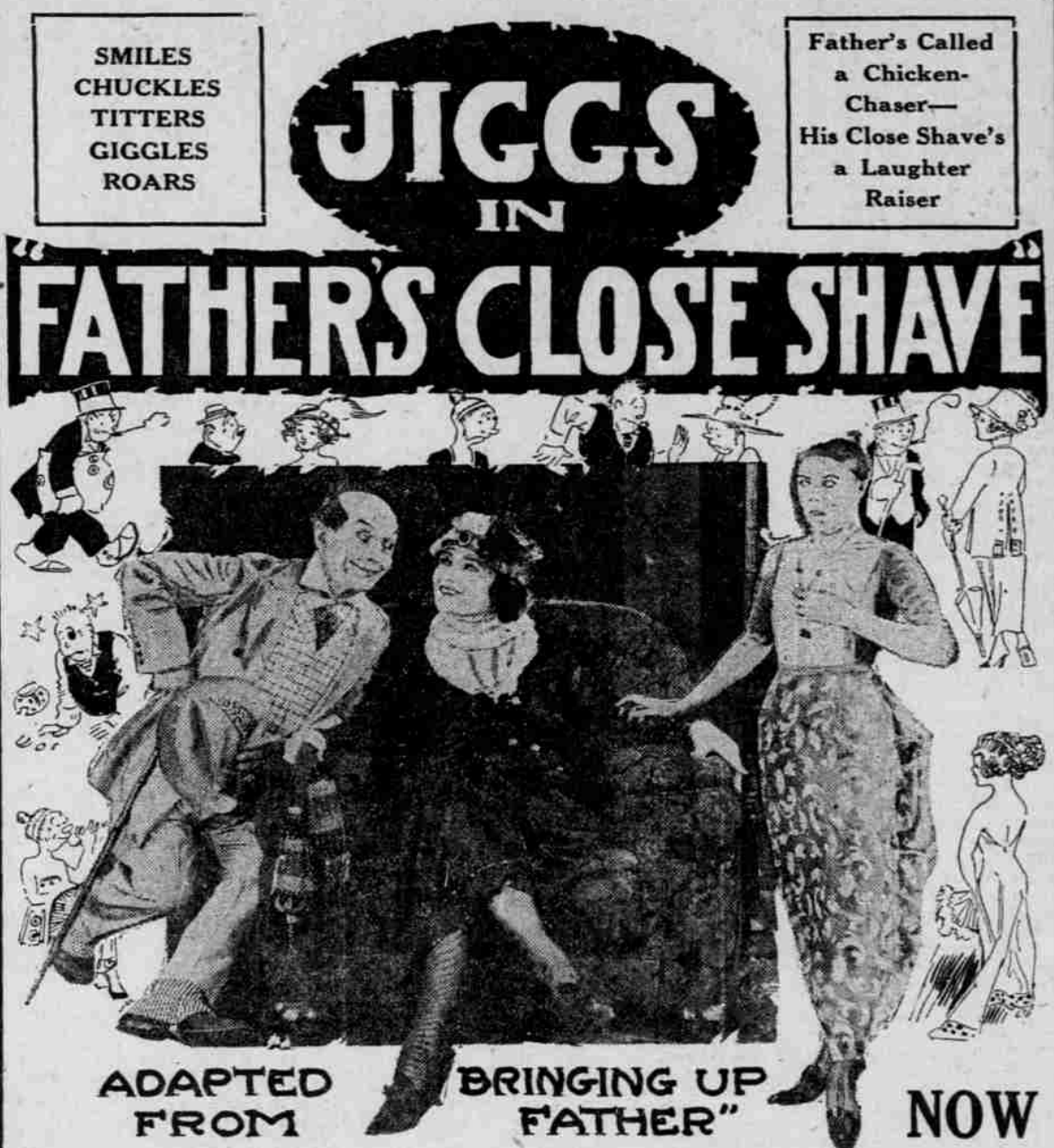
HOOD RIVER, Or., May 28.—(Special.)—The Hood River Woman's club has contributed \$50 toward improvement of a bathing beach northwest of the city. The women will ask the cooperation of the Commercial club. The intention is to build a footbridge across a slough and bath huts. It is proposed that signs, calling the attention of motor tourists to bathing facilities, be placed at the new automobile camping park.



WASHINGTON STREET
Corner WEST PARK
MARSHALL 5533

STARTS
TODAY

ENACTED—NOT DRAWN!



My Husband's Second Wife

A Drama That Spotlights the Inner Heart of Footlight Life

KINOGRAMS—TOPICS OF THE DAY

Rivoli Concert Orchestra
personally directed by
MISCHA GUTERSON

SPECIAL SUNDAY CONCERT
12:30 NOON TOMORROW

Tannhauser Overture... Wagner
Tales From the Vienna Woods... J. Strauss
Magic Fire... J. Strauss
Hungarian Dance No. 5... J. Brahms
Aloha Oe... Liliuokalani

WEEKDAYS
Tales From the Vienna Woods... J. Strauss
Aloha Oe... Liliuokalani

New, Important Train Schedules

TO
Spokane, St. Paul and Chicago

on and After Sunday, May 30th

VIA

SPOKANE, PORTLAND & SEATTLE RY.

All trains to and from Spokane and east will use the Union Station.

LEAVING PORTLAND

Through Trains

No. 2, Leave Union Station 7:10 P. M., "ORIENTAL LIMITED" for Spokane, Glacier National Park, Minneapolis, St. Paul and Chicago, via Great Northern Ry. and Burlington Route east of Spokane. Arrive Spokane 8:50 A. M.

Equipment consists of drawing room standard sleeping car and dining car service through to St. Paul and Chicago, tourist sleeping car to St. Paul, observation sleeping car and coaches to Spokane, and Spokane to Chicago.

This train continues as the "NORTH COAST LIMITED" for Yellowstone National Park, Minneapolis, St. Paul and Chicago, via Pasco and Northern Pacific Ry., until June 6th, on and after which date the "NORTH COAST LIMITED" will leave Portland 8:15 A. M. as S. P. & S. Ry. train No. 4.

Sleeping cars for Central Oregon points continue on No. 2.

No. 4, Leave Union Station 9:15 A. M., instead of 7:55 A. M., a Fast Day Train for White Salmon, Lyle, points east thereof, and Spokane. Arrive Spokane 9:05 P. M. Connections at Spokane for Montana, St. Paul and East.

Equipment consists of observation parlor car, dining car and coaches.

On and after Sunday, June 6th, this train will be the "NORTH COAST LIMITED," via Northern Pacific Ry. and Burlington Route east of Spokane, for Yellowstone National Park, Minneapolis, St. Paul and Chicago, carrying drawing room standard sleeping car and dining car service through to St. Paul and Chicago, observation car, tourist sleeping car and coaches Spokane to Chicago.

Local Trains

No. 6, New Train, Leave 7:35 A. M. for Lyle, Goldendale and intermediate points.

No. 8, Leave 5:45 P. M. for Fallbridge and intermediate points.

ARRIVING PORTLAND

Through Trains

No. 1, Arrive Union Station 7:45 P. M., "ORIENTAL LIMITED" from Chicago, St. Paul, Minneapolis, Glacier National Park and Spokane, via Great Northern Railway and Burlington Route east of Spokane. Leave Spokane 8:00 A. M.

Equipment consists of drawing room standard sleeping car and dining car service through from Chicago and St. Paul, tourist sleeping car from St. Paul, observation car and coaches Chicago and St. Paul to Spokane, and Spokane to Portland.

This train continues as the "NORTH COAST LIMITED" from Chicago, St. Paul, Minneapolis, Yellowstone National Park via Northern Pacific Railway and Burlington Route east of Pasco, until June 6th, on and after which date it will arrive Portland as S. P. & S. Ry. train No. 3 at 8:00 A. M.

No. 3, Arrive Union Station 8:00 A. M., New Limited Train from Spokane, Pasco, Central Oregon, Lyle and White Salmon. Leaves Spokane 9:00 P. M.

Equipment consists of observation sleeping car, drawing room sleeping car (tourist sleeping car beginning June 7th) and coaches.

On and after June 7th, this train will be the "NORTH COAST LIMITED," via Burlington Route and Northern Pacific Ry. east of Spokane from Chicago, St. Paul, Minneapolis and Yellowstone National Park, carrying drawing room standard sleeping car and dining car service from Chicago and St. Paul, observation car, tourist sleeping car and coaches Chicago to Spokane, and Spokane to Portland.

Local Trains

No. 5, Arrive 9:30 A. M., from Fallbridge and intermediate points. Central Oregon connection on No. 3.

No. 7, New Train, Arrive 6:55 P. M., from Lyle and intermediate points.

No. 3, Formerly Arriving at 7:30 P. M., from Spokane, will be discontinued.

STATIONS

Spokane Trains Nos. 1, 2, 3 and 4 use Union Station, local trains use North Bank Station, Tenth and Hoyt streets.

TICKET OFFICES

Consolidated Ticket Office, Third and Washington streets, Union and North Bank Stations.

Why the flavor doesn't vary—

It is remarkable that twenty-four kitchens can co-operate so closely that the quality of Tillamook Cheese does not vary. The cheese in every vat is tested before it leaves the kitchens and unless the highest standard is reached, Tillamook is not placed on the rind.

Tillamook is so good in flavor because of its creamy richness. It is high in food value and will reduce the cost of living materially if substituted for meats and eggs on your menus. Five quarts of full cream milk are used in making a pound of Tillamook Cheese.

Delicious souffles, egg omelettes, potatoes, macaroni and cheese and other every day dishes will be improved by the use of Tillamook Cheese—and melted Tillamook Cheese on toast—oh, how good!

The best grocers everywhere sell Tillamook Cheese—by the slice or in 6 and 14 pound sizes.

TILLAMOOK COUNTY CREAMERY ASSOCIATION
24 Cheese Kitchens Owned and Operated
Co-operatively by Tillamook Farmers
TILLAMOOK, OREGON

TILLAMOOK CHEESE

Look for
TILLAMOOK
on the
Rind!



"DIFFERENT"

This Root Beer Barrel is in a class by itself—has led its field for fifteen years and is above all the most popular today. The MULTIPLEX



is strong, durable, efficient. Timed so nicely it puts the exact quantity of syrup into each drink—measures it with the carbonated water—creams it and draws it into the stein with one turn of the lever—in three seconds.

CHARLES E. HIRSH CO.

Represented by

Spohn & Wing, J. Hungerford Smith Co., Armour & Co., or your local jobber

Multiplex Faucet Co.

St. Louis, Mo.

There's something about them you'll like—

Twenty to the package

Herbert

Tareyton

London Cigarettes