

CITY MUST WIN, IS VOW OF CRUSADERS

Grit Injected Into War Stamp Drive—Two Big Objectives Sought.

NEW ENERGY IS GENERATED

War Conference of Campaigners Results in Plans for Irresistible Sweep to Make Up City and County Shortage.

W. S. S. means "we shall succeed." The spirit of this slogan gleamed from the eyes of thousands of leaders and workers in Portland's war stamp drive yesterday.

No obstacles encountered in any previous fund-raising crusade had one-tenth the effectiveness that the slow response of subscribers has had in generating in W. S. S. leaders and solicitors the determination to win.

Out of the state quota goals are fast being attained. Portland will not quit until it has pledged its \$6,000,000, too, vowed the workers.

Early estimates last night indicated that Portland and Multnomah County are still \$1,500,000 short of the goal of \$6,322,280.

War Conference Is Held.

At a meeting of colonels, lieutenants, colonels and captains of the third liberty loan with General Guy Talbot, it was unanimously agreed that this entire organization is to be in the forefront as the campaign goes forward this week. At 1 o'clock city leaders were called into conference by Manager Frank McCrillis, at the Liberty Temple. Here also plans for an irresistible sweep of the city were mapped out.

Two big objectives will be the aim of reinforcements, the maximum of strength, are hurried into the campaign tomorrow morning. The solicitors are going after 10,000 members of the Limit Club, each bringing the plan of stamps of the monthly value of \$100. At the other end of the list, among the average subscribers, the aim will be to double previous pledges or purchases.

It was estimated that to date 300 men of the Limit Club have indicated the value of \$300,000, have been induced into the Limit Club. Right vigorously will the flying squadron get on the trail of every wealthy slacker whose bank account would hardly feel the withdrawal of the sum needed for Limit Club membership.

Wealthy Men Responding.

Large numbers of these persons were yesterday made to feel the importance of joining in the cause. With the emergency rightly put before them the citizens of means displayed loyal patriotism and there was a constant stream of these to the Liberty Temple headquarters to be enlisted in person or by proxy in the select club and receive the coveted club button.

Efforts toward influencing small purchasers to double the number of stamps being taken were launched in some sections and with gratifying results. In a meeting of 150 men of the Meier & Frank store, at 5 o'clock, this message was presented by State Manager C. N. Wonacott and City Manager McCrillis. Scores of those present gladly doubled previous pledges.

"Get your name on a blue card" will be a rallying cry, beginning tomorrow morning. Quite fittingly it has been arranged that new pledges of the "true blue" variety who will add to their purchases will be recorded on cards of blue. The sales clerk who has promised to take but a single \$5 war savings stamp will be asked to pledge double a second, and those who are purchasing five stamps will be urged to take 10, and so on through the list.

Recanvass to Be Made.

So long as necessary this "double your pledge" crusade will be pushed in all sections of the city. In short, there will be virtually a complete recanvass downtown and residence districts alike.

Developments have shown that many districts have been poorly canvassed. An instance in point came to light yesterday. From one district the solicitor reported \$600 as the aggregate of pledges. Manager McCrillis was chagrined but quickly threw a crew of competent solicitors into this same territory for a re-canvass. The result where the workers reported yesterday was that the more expert workers turned in pledges and purchases amounting to \$225.

"The state at large is putting the drive successfully across; there is no doubt of that," declared Mr. Wonacott. "In some counties more work will be necessary, but our leaders understand us well and will bring their districts up to the goal. They'll not quit until they do."

More Counties Over Top.

Five new counties yesterday joined the three which had previously achieved their quotas. To the list of Clatsop, Clackamas and Deschutes were added on the honor of Baker, Clackamas, Crook, Linn and Lincoln.

"Overwhelmingly over," was the substance of the brief report from Lake County leaders, following the figures showing that the quota of \$12,520 had been met up to date.

Clackamas sent word of "big victory" Decades. Deschutes has thrilled state headquarters by reporting \$12,600 plainly in sight, where the quota was under \$11,000. Forty districts which have reported in Jackson County average 50 per cent above requirements. The north end of Gilliam County is "over the top." All districts which have reported in Columbia have similar records.

Linn People Depressed.

Out in Linn County the residents are depressed because of prevailing depression, for this county would have doubled its quota, telegraphed the chairman. As it was the county is well over its goal.

Hood River is the only county to have reported unsatisfactory results, as yet. While the census is said to have been completed and to have left the county far short of its \$14,000 quota.

In issuing a call to the public and another to members of all civic societies late last night City Manager McRillies gave hope that the campaign may be speeded to successful conclusion tomorrow.

The Liberty Temple will be kept open today, the doors being unlocked at 10 o'clock, that any who have not had opportunity to make a plan for peace may do so. Canvassers also will call upon some persons they could not see during the week. Yesterday was a tremendously busy day at the Temple, clerks and workers having all they could do to handle the cash subscriptions and checks return pouring in from canvassers.

Stamp Sales Large.

Stamp sales at the Temple counter during the day aggregated \$54,000. At the same time it was announced that the Portland postoffice had just re-

YOUTHFUL SELF-CONFESSED MURDERER OF MILTON RAYMER, SEATTLE CHAUFFEUR.



BOY MURDERER HELD

Alvin Adams Confesses to Slaying Seattle Chauffeur.

MILTON RAYMER IS VICTIM

Youth Tells Police That Desires to Return to His Parents Prompted Him to Commit Deed. Officer Is Coming.

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face the consequences. An officer will arrive this morning for the prisoner.

Chief Inspector Clark received notice earlier in the day from the Chief of Police of Seattle to keep looking for Adams. With the description of the murderer and the car, Inspectors Goltz and Howell were assigned to the case. Intuition prompted them to keep in touch with the Oakland car agency on Upper Alder street and the Oakland service station, Bunnside street.

They arrived at the latter place a few minutes after Adams had driven there in the car and waited only a few minutes, when Adams came back. The officer did not offer resistance and admitted he was the one sought by the police.

The .32-caliber revolver, with which he shot the driver, was found in his hip pocket.

SUSPECTS HELD AT SEATTLE

Milton Raymer Survived by Widow and Two Children.

CENTRALIA, Wash., June 29.—(Special) —Milton Raymer drove a "for hire" car in Seattle. He was murdered and robbed by men, presumably three of them, who had engaged his services. The murder was committed Thursday evening. The body having been found yesterday morning behind some logs and brush on a lonely crossroad near Redmond.

Remember you are not asked to give money—only to loan it to the government. It will be returned to you January 1, 1923, at 4 per cent interest, compounded quarterly. Every \$1 you lend brings you in four and a half years. Help save the lives of our own soldiers—help win the war. In France and England they are selling their jewelry and unnecessary articles at a sacrifice to help—you are asked only to lend a part of your savings. Let's put Portland "over the top" Monday.

Colonels, captains, precinct and industrial workers are directed to contribute their work until every one has pledged.

Officers and members of the Portland Ad Club, Rotary Club, Progressive Business Men's Club, Realty Board, Salesmen's Club, City Club, East Side Business Men's Club, or other club having the good name of Portland at heart, are requested to come to the Liberty Temple at 8:30. Meetings are to be held every day.

They arrived at the latter place a few minutes after Adams had driven there in the car and waited only a few minutes, when Adams came back. The officer did not offer resistance and admitted he was the one sought by the police.

Carl Anderson and Joe Smith, alleged to have been seen speeding away from the scene of the murder, are being held as suspects. It is believed that Adams, if he is one of the party, escaped with the car. Mr. Raymer was 34 years of age and is survived by his widow and two children.

DANIEL C. CORBIN DIES

WEALTHY RAILROAD BUILDER SUCCUMBS TO PNEUMONIA.

MULTI-MILLIONAIRE Held Several Positions of Trust and Promoted Number of Substantial Projects.

SPOKANE, June 29.—Daniel C. Corbin, multi-millionaire railroad builder, died here today of pneumonia, which developed after an operation. He was 82 years old.

Mr. Corbin went to Denver in 1862 and there executed contracts with the Government for supplying quartermasters' stores to Fort Laramie. Shortly afterward he moved to Helena, Mont., served as cashier of the First National Bank for a short period and then lived in New York City for the next six years.

In 1882 he returned to Montana and upon the discovery of the Bunker Hill and Sullivan mine in Idaho he became associated with a group in the erection of a nitrate concentrator. Mr. Corbin built a railway to Wardner, Wallace and Burke.

Mr. Corbin came to Spokane in 1889. He began the construction of the Spokane Falls & Northern from Spokane to Boundary Bay. Subsequently he extended the line another 40 miles to Nelson and built a branch from Rossland to Northport. He sold this road to the Great Northern in 1898.

Seven years later, in 1896, Mr. Corbin started the construction of a road from Spokane to Kimberley, Canada, a distance of 140 miles. This road, the Spokane International, is the connection link of the Canadian Pacific between the Canadian boundary and Spokane. In 1908 he organized the Washington Beet Sugar Company, which has been operating an extension of the Great Northern at Waverly.

The Corbin Coal & Coke Company, owner of 1500 acres of coal lands in British Columbia, also is a Corbin enterprise. The Corbin estate is estimated at from \$10,000,000 to \$12,000,000. It consists of railroad securities, bank stocks, coal lands, beet-sugar land and a number of other investments. Considerable real estate also is included in the estate. Mr. Corbin was the first Spokane man to whom the Chamber of Commerce gave an honorary life membership.

Mr. Corbin is survived by his widow and two children, Austin Corbin, of Spokane, and Mrs. Mary Balgy, of Stanford University, Cal.

Give Soldiers Ride, Plea

Y. M. C. A. Renews Appeal to Owners of Automobiles.

Because the appeal, "Fill that empty seat with a soldier," was overlooked last Sunday, several hundred soldiers who went in vain for Portland autostops went on their Sunday excursions forgetful of the lads in khaki, to whom a trip over the Columbia Highway or other roads near Portland would bring rare pleasure.

The appeal, therefore, has been renewed by the Y. M. C. A. The soldiers will be waiting at the association building, Sixth and Taylor streets, at 4 o'clock. The only thing necessary for motorists to do, if they desire to make the day pleasant for the soldiers, is to call for as many as they can provide seats for.

SIOUX CITY FIRE FATAL

(Continued From First Page.)

At Sixth and Pearl streets, answered the telephone. He says that it sounded like Harp's voice. Efforts were made to cut through the back and reach the imprisoned man. A hole was cut through the icebox in the rear of the establishment, but the debris blocked the entrance to the office. Rescuers could not reach the imprisoned man.

More Money for Housing Asked.

WASHINGTON, June 29.—One hundred million dollars more for housing war workers in industrial centers in addition to the \$60,000,000 already appropriated for shipyard workers has been asked of Congress by Housing Commissioner Elldit.

Stamp Sales Large.

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SHORT RAILROADS ARE NOT DESIRED

Government Turns Back to Private Ownership Many Diminutive Carriers.

LINES TO BE PROTECTED

New Railroad Division to Be Created for the Purpose of Insuring Fair Treatment of Little Roads.

WASHINGTON, June 29.—About 1700 short-line railroads were turned back to private management today by the railroad administration, a few hours before Congress passed legislation intended to prevent the administration of many of them. Between 300 and 400 of the roads relinquished had sought to remain under Government management.

About 400 short lines were retained as part of the National system.

Time Limit Up.

Announcement of the action was withheld by the railroad administration until later than had been before the legislation which would have stopped it was finally enacted. It was explained that the course was made necessary by the railroad act's provision requiring the Government to decide before July 1 whether certain roads would be retained and which relinquished.

Railroad administration officials also explained that since the legislation was not taken up by either house of Congress until about 4 o'clock this afternoon, they did not know whether it would be enacted. The legislation, therefore, is virtually nullified.

Protection Assured.

More than 1200 of the roads turned back to private management were industrial or plant facility lines, or others which did not seek to remain under Government control and over which no railroad administration could be exercised. These may be taken back later, when was announced, and all will be given fair divisions of joint rates, insured a reasonable car supply and protected against undue disturbance in traffic regulation, re-routing and other practices.

Short lines represent about 30,000 miles of track in the United States, or about one-seventh of the total railway mileage.

The legislation of Congress was in the form of a resolution extending from July 1 to next January 1 the period in which the railroad administration would have been forced to determine the fate of the little railroads.

Short lines represent about 30,000 miles of track in the United States, or about one-seventh of the total railway mileage.

The original resolution was introduced by request of Director McAdoo, and his recommendation that the railroad administration had insufficient time to consider its policy toward many short lines.

The amendment was added by friends of the lines which have insisted that they could not be adequately protected by the Government-owned railroads, considering re-routing and other practices initiated by the railroad administration.

McAdoo's Request.

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President Approves.

The railroad administration's statement announcing its action, especially approved by President Wilson, said: "As far as has been practicable such a compilation of facts as details the facts up to the present time it has become apparent that there are large numbers of the shorter railroads whose Federal control is not needful or desirable.

The railroad administration has therefore provided that all such railroads be relinquished, except in cases where it has already been ascertained that it is needful and desirable that such railroads shall be under Federal control.

In taking this action the railroad administration is mindful of the paramount importance of preserving unimpaired the local public service performed by the railroads which may thus be eliminated, and it is also solicitous that no injustice shall be done to the owners of such railroads.

"It may be that the creation of Federal control, over railroad systems in general will tend to change unfavorably the situation of many of these smaller railroads unless special care shall be taken to avoid such unfavorable results, with consequences detrimental both to the local public service and to the just interests of the railroad owners.

Fair Rates Promised.

To avoid these consequences and to preserve in every reasonable respect a status for the railroads so relinquished as far as possible, which they enjoyed during the three years ended June 30, 1917, great care will be taken to see that the railroads so relinquished are given fair divisions of joint rates, are insured a reasonable car supply, circumstances considered, and are protected against any undue disturbances in the routing of traffic.

New Division Created.

In order to make sure that a continuing study and supervision shall be provided for the carrying out of the policy thus outlined, there will be created at once in the railroad administration a division, short-line railroads and accounting, the manager of which will be charged with the special duty of ascertaining what is necessary in order to give, as far as these matters reasonably permit, to the railroads relinquished.

"It may be that instances will occur where Federal control of railroads now relinquished is in fact needful or desirable. In such cases there will be no hesitation in taking the action necessary to put such railroads under Federal control.

"In general, it is the definite policy of the railroad administration to see that all short-line roads receive fair and considerate treatment."

No Disrespect to Congress.

Officials of the railroad administration said they hoped the action would not be regarded as defiance of Congress. Members of Congress declared it would not be possible to delay sending the messages of relinquishment until tomorrow.

The attitude of officials opposed to keeping all short lines is that it would constitute an unnecessary financial risk to the Government, because many short roads were organized for financial or tactical reasons rather than because they were needed as carriers. Some now are losing money for reasons not connected with Government operation.

Painless Extraction of Teeth.

20 Years' Active Practice.

"THE STORE THAT UNDERSALELS BECAUSE IT SELLS