

## BISHOP CREDITS CURE TO HEALER

### Rt. Rev. W. T. Sumner Says Own Pain Is Less.

## PRAYER SAID AT BEDSIDE

### Oregon Diocese Head Lauds Power of Mr. Hickson.

## SCIATICA IS REMEDIED

### Members of Clergy Here Plan to Continue "Good Work"—Bedridden Ask for Visits.

The Right Reverend Walter Taylor Sumner, Episcopal bishop of Oregon, and as such head of the denomination sponsoring the missions here, is the personal beneficiary of the healing powers bestowed by James Moore Hickson, through the laying on of hands and by prayer, and is singing the praises of the man who, within the past two days in Grace Memorial church, has granted ministrations to thousands of men, women and children.

Driven to his bed by sciatica, excruciating pains wracking him, Bishop Sumner said he was unable to attend the healing missions of Mr. Hickson in person, although he is in hearty sympathy with them. While many of the clergy were on the ground, assisting the work by administering prayers and by attending crippled ones who called to receive the healing touch the privilege was denied him and he lay in his bed.

Bishop Visited by Healer.

Hearing of the bishop's condition, Mr. Hickson, after finishing his labors in Grace church Friday night, went in person to the afflicted prelate's home, where he laid hands upon him and uttered an intercessory prayer.

It is the testimony of Bishop Sumner himself, through an attendant, that he "is much better," that the pain with which he had suffered for days had ceased and he was comfortable yesterday.

Bishop Sumner, being under a physician's care and in charge of an attendant, was not permitted to see a reporter yesterday, but he was asked through the woman attendant how he regarded Mr. Hickson's work and whether he had received benefit from the visit of the helping angel.

Bishop Feels Much Better.

The attendant brought back word that "the bishop says he feels much better, is at ease and regards Mr. Hickson's work as of wonderful benefit."

According to responsible members of the clergy and laity, familiar with the case, Bishop Sumner was in great pain when Mr. Hickson called. It was said that he was suffering much, his legs were drawn up and he was unable to move them. Shortly after the ministrations the pain began to lessen, the bishop said, and this continued until the patient was very much improved that night. Yesterday he was still better and hopeful of an early full recovery, according to his declaration.

That the visit of Mr. Hickson to Portland is going to revolutionize the Episcopal church healing feature is the general belief of many who have been in the closest touch with the two missions held in Grace church.

Healing Processes to Continue.

It is a certainty that the healing processes will be continued in Grace church, which has been the scene of the remarkable ministrations of the past two days, for Rev. Oswald W. Taylor, rector, and many of the members have so declared.

Dean R. T. T. Hicks, rector of St. (Continued on Page 12, Column 1.)

## PORTLAND OFFICER IS FREED BY BOLSHEVIKI

### CAPTAIN E. H. CHARETTE IS SENT THROUGH LINES.

### Portland Relative Informed That Relief Worker Travels 800 Miles on Sled With Message.

OREGONIAN NEWS BUREAU, Washington, March 6.—Stanley Charette of Portland, Or., will be advised by Senator Chamberlain of the safe arrival of his brother, Captain E. H. Charette at Irkutsk, Siberia, on February 15. Captain Charette was one of several Americans captured by the bolsheviks.

In a cablegram to the American Red Cross headquarters here, Colonel J. R. Feeder, Red Cross commissioner for Siberia, said:

"Captain Charette, American Red Cross, reached Irkutsk, February 15 after traveling 800 miles by sled on account of the disorganization of railroads and the congestion of trains. Charette stood the trip well. He brought the first authentic news of the welfare of Americans captured by bolsheviks near Klinchivskays and Krasnoyarsk. All Americans were ordered to Moscow, but after some discussion were permitted to stay at Krasnoyarsk. Charette was allowed to pass through lines with news of their welfare."

## EXPORTS SOUTH GROWING

### Trade Balance Figures Issued by Commerce Department.

WASHINGTON, March 6.—While the United States continued to pile up a trade balance against Europe in January, South America, Asia, Africa and Mexico increased their balances against this country.

Figures made public today by the department of commerce show that for the month imports from the South American republics, Asia, Africa and Mexico, exceeded exports to those countries by \$226,437,983, increasing the total balance for the seven months of the fiscal year ended with January to \$665,156,801.

The trade balance against Europe in January increased \$356,155,889, making the total for the seven months \$2,255,340,915.

The heaviest trade balance again was against the United Kingdom, which imported \$214,038,829 worth of American goods, while it sent this country only \$56,133,272 worth of exports.

## AUTO FEE INCOME GROWS

### State Receipts for February, 1920, Total \$200,856.

SALEM, Or., March 6.—(Special.)—Receipts of the automobile department for February, 1920, as shown by a report issued today by the secretary of state were \$200,856, as against \$187,796.56 for the same month in 1919. The large increase is due, according to Sam A. Koger, in charge of the motor vehicle department, to the new law, which increased the license fees for all classes of motor vehicles.

Receipts from these licenses in February, 1919, totaled \$28,748.50; February, 1917, \$13,253; February, 1916, \$13,973, and February, 1915, \$18,531.50.

For the entire year 1919 receipts totaled \$602,239. In 1918 the income from motor vehicle fees amounted to \$461,427; 1917, \$196,787.50; 1916, \$146,254; 1915, \$198,831.50; 1914, \$77,592.

## LUMBERMEN IN UNION

### New Body Declared Not to Have Price-Fixing Powers.

NEW ORLEANS, March 6.—Organization of the American Lumber association, with a membership of wholesale lumbermen headquarters in Chicago and L. Germain Jr. of Pittsburgh as president, was announced here tonight by L. R. Putnam of the Southern Pine association.

The purpose of the association, he said, was to standardize buying and distribution, enforce business ethics among wholesalers, prevent lumber shortages in one section while another is over-supplied and to devise means of eliminating wastage. It will have no price-fixing powers.

## HOUSE FAILS TO PLACE AIR BLAME

### Republicans Content at Proving "Collapse."

## "NO RESOLUTION," IS VERDICT

### Conflicting Reports Hotly Argued in 4-Hour Debate.

## DEMOCRATS DEFEND ACTS

### Majority Party Spokesman Avers Only Purpose Was to Make Known Aviation "Failure."

WASHINGTON, March 6.—After four hours' discussion of American aviation efforts during the war, the house, sitting as a committee, reported today to the whole house that it "had come to no resolution" on the conflicting reports of the special investigating committee made after prolonged inquiry into the air program and its results.

Even this announcement by the committee of the whole did not pass unchallenged, republicans and democrats disagreeing as sharply as they had during debate on the investigating committee reports. The disposition made, however, was true to the program of republican leaders. Their spokesmen declared the only purpose was to make known the facts of the wartime aviation "failure."

Democrats Claim Success.

Democratic speakers pictured American aviation activities, which they said gave the allies predominance in the air. Such "mistake" as were admitted by these speakers were said to be only what were to be expected in so novel and gigantic an enterprise.

Representatives Frear, Wisconsin, and Magee, New York, republicans of the investigating committee, led the attack on war department and aviation officials, sharply arraigning them for acts and policies in regard to aviation during the war. Representative Lea, California, the democratic congressman, captained the democratic defense, supported by Representative Flood, democrat, Virginia.

## MAGEE HOPS PROGRAMME

Representative Magee, republican of New York, told the house that not one American-built battle plane or purely bombing plane was produced during the war from the expenditure of more than a billion dollars for aircraft.

"The Liberty motor," he said, "was the only achievement of merit of the American air service in the United States."

The 213 American-built De Havilland planes sent to France, he said, "might be used for light day bombing." He said these planes were "awkward and dangerous" in service. Criticism of the airplane lumber production in the Pacific Northwest was made by Mr. Magee, who argued that if experienced lumber men of that locality had been organized, all the lumber needed "would have been produced at moderate cost."

Lack of Experience Charged.

"Those placed in authority in the northwest by the war department," he said, "not only had no experience in the lumber business, but they were arrogant, autocratic and operated wholly regardless of law and authority. Those that had no power to do so ordered the construction of railroads in Oregon through cost-plus contractors at large governmental expense and not in the public interest."

The employment of 30,000 soldiers, including officers, in the lumber operations was also attacked by Mr. Magee, who asserted the payment to them of wages of \$3 to \$8 a day was "in defiant violation of law."

John D. Ryan, director of aircraft (Continued on Page 2, Column 1.)

## TWINS' ALIBI FAILS IN FEDERAL CHARGE

### ALLEGED MOONSHINER IS OBLIGED TO GIVE \$1000 BAIL.

### Missing Brother Declared to Be One Who Is Guilty of Breaking U. S. Liquor Laws.

Because they are twin brothers and look so much alike that their closest friends cannot tell them apart even while they are standing side by side, J. A. and Ed Dusterhoff, alleged moonshiners, are alleged by federal officers always to have been able to produce a sufficient alibi, by blaming the crimes on each other during one's absence, to escape penalty or prosecution.

L. A. Dusterhoff attempted the same line of defense yesterday before United States Commissioner Drake, but because of the known records of both men, the commissioner refused to listen to L. A. Dusterhoff's plea that it was his twin brother, Ed, who operated a still at 1127 Milwaukee avenue, which was confiscated by federal officials some time ago.

Mrs. Clyde Fields, owner of the house which one of the Dusterhoff twins rented and in which the still was found, confessed on the witness stand that she did not know whether it was L. A. or Ed Dusterhoff who paid the rent or negotiated for the lease. She admitted her inability to tell one brother from the other. Nor could the deputy marshals, who have taken both brothers into custody on separate occasions, tell whether they had L. A. or Ed Dusterhoff under arrest. They had to take the twin's word for it that he was L. A. Dusterhoff.

Ed Dusterhoff was arrested in Portland. (Continued on Page 10, Column 1.)

## EAST COAST STATES RAKED BY ICY BLAST

### WORST STORM IN YEARS HITS COAST OF MARYLAND.

### Traffic in Connecticut and Vermont Is Reduced Almost to Standstill.

WASHINGTON, March 6.—While the storm which swept out of the northwest two days ago was passing slowly out to sea today, high winds continued along the Atlantic coast and severely cold weather prevailed over the entire country east of the Rocky mountains.

Weather bureau officials said the cold wave probably would continue for several days.

Business and transportation were almost at a standstill throughout Connecticut and Vermont, as well as the other New England states.

## 1500-MILE FLIGHT MADE IN 15 HOURS

### Camp Lewis-San Diego Leap Sets Record.

### FLYING TIME UNDER 10 HOURS

MAJOR SMITH LANDS HUNGRY AND "SOMEWHAT TIRED."

BALTIMORE, Md., March 6.—The eastern shore of Maryland virtually is isolated tonight by the worst storm in many years. The steamer Cambridge is marooned in the ice off Claiborne, en route to Baltimore, with many passengers aboard.

DALLAS, Tex., March 6.—Temperatures below freezing in parts of Texas the past few days have damaged the early fruit crops in some sections, reports today indicated.

CHICAGO, March 6.—Cold and light snows throughout the upper Mississippi valley are moving slowly southward today in the wake of the blizzard which started there two days ago.

NEW YORK, March 6.—The storm kept paid another unwelcome visit (Continued on Page 10, Column 2.)

## 1500-MILE FLIGHT MADE IN 15 HOURS

### Camp Lewis-San Diego Leap Sets Record.

### FLYING TIME UNDER 10 HOURS

### Major Smith Lands Hungry and "Somewhat Tired."

## PASSENGER IS CARRIED

### Fastest Time Recorded 170 Miles in 80 Minutes From Red Bluff to San Francisco.

SAN DIEGO, Cal., March 6.—Major Albert D. Smith, army aviator, flying from Camp Lewis, Wash., here in the longest one-day flight ever attempted on the Pacific coast, landed at Rockwell field, North Island, at 8:58 o'clock tonight.

The last leg of his journey was from Bakersfield to San Diego. The distance traversed in the flight was nearly 1500 miles. Four stops were made by Major Smith, the first at Albany and the next at Red Bluff, Cal., San Francisco and Bakersfield.

Major Tired and Hungry.

After Major Smith landed at Rockwell field he said he had figured out that he had actually been in the air only 9 hours and 42 minutes, although his trip had actually taken nearly 15 hours.

"I could turn right around and go back," he told a reporter, but admitted soon after that he was somewhat tired and rather hungry.

"You see, all I have had to eat is two sandwiches," he added.

The aviator said that the whole trip had been rather uneventful. The fastest time he made, Major Smith said, was between Red Bluff and San Francisco.

170 Miles Made in 80 Minutes.

He estimated that he had made the 170 miles between those two places in an hour and 20 minutes. The flight from San Francisco here he made in about 4 hours and 20 minutes. The temperature on the last leg, from Bakersfield here, he said, was so low that he became chilled.

Major Smith brought as a passenger from San Francisco Sergeant H. A. Wallace, who took the place of Sergeant Gindlinger, who made the trip from Camp Lewis to the Bay city.

The De Havilland plane landed easily the pilot being guided by large flares on North Island.

## END TO RECLAMATION FUND IN WEST ASKED

### CESSION OF PUBLIC DOMAIN PROPOSED IN RETURN.

### Committee of Governors' Conference to Submit Proposition to Western States.

### DELIGHTFUL INTIMACY WITH WILD THINGS IS DISCLOSED.

## STORY OF OPAL IS MARVEL TO MANY

### Oregon Girl's Strange Diary Questioned.

## SUPPOSED PARENTS DENIED

### Incident of Substitution for Child That Died in Infancy Scouted Even by Relatives.

DENVER, Colo., March 6.—Thirteen western public land states are to be asked to agree in a plan to relinquish future participation in benefits of the United States reclamation service revolving fund in return for cession by the government of all public domain, a committee from the governors' conference decided here today.

A resolution adopted today will be mailed Monday to governors of Arizona, California, Idaho, Montana, Nebraska, New Mexico, Nevada, Oregon, Texas, Utah, Washington and Wyoming.

Under the proposal acceptance of the relinquishment of public funds would be optional with the state and federal aid would be accepted only on projects already under way. It is argued that the states would be able to handle the public domain at less expense and at a greater profit than can the federal government.

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## STORY BEAUTIFULLY TOLD

BY HERBERT HEIDE.  
(Editor Cottage Grove Sentinel.)  
COTTAGE GROVE, Or., March 6.—(Special.)—Cottage Grove people and the many in Oregon who know Opal Whiteley are greatly interested in the leading story in the March Atlantic Monthly, entitled "The Story of Opal," which purports to be Opal's diary from the age of 4 years. The people of Cottage Grove are deeply interested in the story, not alone because of the fact that the Cottage Grove girl of whom they have expected so much has achieved a fame that comes to few while yet barely in her 20s but also because of the unusual and unexpected claims which the diary sets forth in which Opal expresses the belief that she is not Opal Whiteley.

The question that naturally arises, and which is not answered in the diary, is: If Opal is not Opal Whiteley, who is she?

Girl Brought Up in Woods.

We have always known her as the unusual, the most remarkable daughter of Mr. and Mrs. C. E. Whiteley, who, though brought up in the woods and lumber camp where her parents made their abode, developed an unusual side of her nature to a point that was marvelous—to an extent that astounded geologists, anthropologists, psychologists and men of letters.

To us she has been a prodigy, a product of the Oregon outdoors who knew that outdoors almost as well as the one who made it, who could commune with nature, understand the language of the birds, of the trees, of the loads and of almost every living thing in that great Oregon outdoors.

To us her remarkable rise has been all the more remarkable because of her lowly origin, because of her life in surroundings which one would not expect to inspire to greater and nobler things.

Love for Nature Shown.

To us she has been as one almost apart from the world, as one who became almost a part of the great outdoors and lost her identity with the busy, bustling world, surging world about her.

To us she has been a human wild flower or bird; we have listened rapt in wonder as she told the wonderful "quirks" about each of the many thousands of butterflies in her collection, as she told with intimate familiarity of the life of some feathered zoster, of the domestic affairs of the squirrel, of the toad, or interpreted for us the language of the leaves, of the waters, of the rocks, with an almost supernatural knowledge of such things.

We have listened charmed as she put life into the great tree that wrapped her in its arms, as she gave almost human intelligence to the animals with which she seemed to hold communion, as she gave fairy stories about the birds, the moths, the butterflies, the reptiles, and always we have wondered at the remarkable learning of one whose parents admitted that they had never encouraged.

(Continued on Page 6, Column 2.)

## SUICIDE FOLLOWS ARREST

### Newport News Man Involved in Bank Failure Shoots Himself.

### NEWPORT NEWS, Va., March 6.—R. D. Holloway, president of the Vassar-Abbott company, who was arrested last night on charges in connection with the recent failure of the Colonial State bank here, shot and killed himself today after he had been released on bail.

Investigation today of Holloway's affairs showed he had \$79,000 in life insurance, all of which was assigned to the bank.

Holloway was found dead in the dining room of his home by his wife, who had heard the muffled report of the revolver. A copy of a morning newspaper, telling of his arrest, lay spread on the table.

## HOTELMAN BALKS AT RISE

### Lessee Resists Boost of \$325 to \$600 in 3 Months.

SAN FRANCISCO, March 6.—Charles Price, lessee of a local hotel, appeared in court today to resist the attempt of Henry G. Windl, owner of the building, to collect an increased rental.

Price alleged Windl raised the rent from \$225 a month to \$600 since the first of December, telling him to raise the rates to the tenants accordingly. This Price refused to do, according to his answer to the suit.

Price's attorney announced he would appeal from the court's refusal to grant a jury trial in the case. The matter was continued until next Thursday.

## CENSUS FIGURES GIVEN

### Toledo Shows 44.3 Per Cent Increase Over 1910.

WASHINGTON, March 6.—Population announcements for 1920 issued by the census bureau tonight were: Toledo, O., 243,105, an increase of 74,612, or 44.3 per cent over 1910.

Charlotte, N. C., 46,318, an increase of 12,204, or 26.2 per cent.

Toledo is the third Ohio city whose population has been compiled, the others being Cincinnati, which shows an increase since 1910 of 10.3 per cent, and Lima, whose increase is 35.1 per cent.

## "S. O. S." HEARD FOR HELP

### American Steamer in Distress Off Nantucket Shoals.

NEW YORK, March 7.—The United States shipping board steamer Guilford, bound from Norfolk to Boston, is taking badly and in need of immediate assistance, according to wireless message received here early this morning.

The vessel is reported 15 miles off Nantucket shoals.

## CARTOONIST PERRY ILLUMINES SOME TOPICS IN THE NEWS OF THE PAST WEEK.

