

IDAHO REPUBLICANS ARE EARLY IN FIELD

Leaders Already Grooming
Candidates for Next Race.

DIRECT PRIMARY IS ISSUE

Fight Will Be Made to Secure
Control of 1922 Convention and
to Nominate Pledged Men.

BOISE, Idaho, June 11.—(Special.)—Leaders in the republican party in Idaho are beginning to investigate prospective gubernatorial timber, among which is Ernest P. Armstrong of Hailey, state senator. No denial has been heard from the son of Blaine county, which is taken by his friends to indicate that he is at least receptive candidate. Since his name has been mentioned decidedly favorable comment has been heard from many parts of the state regarding his qualifications.

In the event that Senator Armstrong should become a candidate, it is taken for granted by those who know him best that he will be an ardent champion of the direct primary, which he attempted to have passed in the last legislature.

Because of this belief he will have the strongest kind of opposition lined up against him. Many high in the councils of the republican party are sincere in their belief that it would be a mistake to attempt to re-enact the direct primary law and are ardent champions of the state convention plan. Aspirants for the gubernatorial nomination will have to take chances before a state convention next year. The fight, therefore, will be for control of the delegates to those conventions. Either the primary delegates or the convention delegates will be in control. There is not likely to be any half-way measures.

Commission Makes Good.

Senator Armstrong is a successful banker. The present governor, D. W. Davis, was a successful banker. It did not take him long to see that the business methods followed by the state were slack and that departments were running wild. He held that the state government should be operated on the same basis as a great corporation; that there should be proper budgeting and proper checking; that heads of departments should be made responsible. He thereupon put into force the commission form of state government. It has been in effect ever since. Governor Davis was elected last fall and his re-election is viewed as an endorsement of the new form.

Governor Davis is now serving the first year of his second term and his administration is progressing smoothly. It seems to be taken for granted in political circles that the governor will not aspire to a third term and that the party will be called upon to name his successor. If the commission form of state government makes as good during the second term of Governor Davis as it did in the first, the party will be committed to its perpetuation, leaders say, and the candidate for governor will be pledged to keep it in force in the event of his election.

Hailey Paper Gives Praise.

It is apparent that Senator Armstrong decides to enter the gubernatorial race he will have the support of his own section of the state. The Hailey Times-News-Miner, in a recent statement, said:

"The state of Idaho might be ransacked from Bonanza ferry to Bear Lake without finding a man whose course in the office of governor would be more scrupulously honest, nor one who would attempt to treat each and every individual and interest with more exact justice and impartiality. As to ability, Senator Armstrong ranks with the really big men among the leaders of state affairs, as has been amply proved by his record during two terms in the state senate."

Senator Armstrong has many strong connections over the state favoring his candidacy for governor and they are active in the endeavor to bring him out.

Lieutenant-Governor in Race.

But the senator will not be the only aspirant for that high honor. Lieutenant-Governor Moore will be a leading candidate. He has been one of the ablest presiding officers of the state senate ever had; is strongly backed by many of the party leaders; is looked upon as a formidable candidate, and the man who defeats him will have to be one of the strongest men in the state.

It is more than likely, party leaders here say, that the next republican gubernatorial nominee will be nominated on principles rather than upon personality, as a hard fight will be made to secure control of the convention along that line. Both primary and convention advocates are active and hope to gain control of the convention, and which ever side wins will back men pledged to the victorious issue.

TOURIST TRAVEL HEAVY

AUTO TRAFFIC IN EASTERN
OREGON UNPRECEDENTED.

Pendleton Reports Road Conditions Generally Good Along Nearly All Highway Routes.

PENDLETON, Or., June 11.—(Special.)—Tourist traffic started unusually early in eastern Oregon and was going forward at an unprecedented rate, according to figures compiled by E. L. Crockatt, manager of the Eastern Oregon Automobile club here, which showed more than 350 tourist cars stopped in Pendleton last month. One hundred and ninety-seven cars were registered at the camp grounds and more than half of them for road information, 64 of these stopping over night.

Following is a review of the road conditions leading east from Portland:

Columbia river highway, Pendleton to Portland—Pendleton to Deschutes river good gravel road except small stretch under construction near Blalock. Deschutes river to The Dalles, take over hill owing to construction; rough hill, but fair road. The Dalles to Mosier, new gravel road. Mosier to Hood River, closed for paving; passage through highway before 8 A. M., at noon and after 5:30 P. M., as well as Sundays and holidays. Hood River to Portland, paved. Oregon tourist and information bureau and Oregon State Motor association, in Portland.

Old Oregon Trail, Pendleton to Salt Lake—Pendleton to La Grande, over Blue mountain, good gravel highway except 20 miles dirt and rock road, five miles at crest rough. La Grande to Baker, excellent. Baker to state line, good, with two stours owing to construction; state line

to Boise, fair and good. Boise auto club for Salt Lake route.

Oregon-Washington highway, Willows to Walla Walla via Pendleton—Willows to Heppner, through Ione, good dirt road. Heppner to Pilot Rock, fair to good. Pilot Rock to Pendleton, part under construction, most good road. Pendleton to Walla Walla, paved except four miles; detour, complete in ten days. Tri-State Auto club, Walla Walla.

La Grande-Enterprise highway—Floods needed; traffic resumed. Oregon to Enterprise—Floods highway—In fair condition; traffic steady.

Baker-Cornelius highway—Good roads; some hard surface.

Baker-Unity highway—Fair to good, with some rough stretches.

Pendleton-Cold Springs highway—Good dirt road by Holdman or South Cold Springs to Cold Springs.

Other routes—Pendleton to Spokane, good to excellent by Central ferry and Colfax, except eight miles near ferry very rough; inland Automobile association at Spokane for roads east and north. Pendleton to Seattle via Walla Walla, Pasco and Yakima, generally good; cut-off Pendleton to Wallula, good but unimproved. Pendleton to Lehman Springs, open and fair. Pendleton to Bingham Springs, fair to good. Pendleton to Hells, hard surface all the way; leave Oregon-Washington highway at Havana. Pendleton to Heppner via Echo, Columbia river highway to Echo, over Butter creek hill, dirt road; very good.

RAILWAY PROBE WANTED

MR. BARBUR TO ASK COUNCIL
FOR INVESTIGATION.

Charges That Street Car Company
Has Not Lived Up to Agreement
Declared Well Founded.

A resolution calling upon the public service commission of Oregon to undertake an investigation and hold a public hearing on the alleged failure of the Portland Railway, Light & Power company to live up to the agreement by which the 8-cent car fare was granted will be presented to the city council Wednesday by A. L. Barbur, commissioner of public works. Mr. Barbur indorses the statements made by Charles B. Rucker in a recent report to the Housewives' council of Portland.

Mr. Rucker showed from the records of the hearing and the papers submitted by the railway company in its application for an increase in rates that \$52,000 a month was needed for maintenance and approximately \$50,000 a month was required for rebuilding not later than 1920. The schedule for necessary expenditures in 1920 indicated that the street car company was willing to spend at least \$255,500 for maintenance and \$555,900 for reconstruction, a total of \$811,400, if the rate increase was granted.

A certified copy of the total expenditures of the Portland Railway, Light & Power company to May 1, 1921, indicated that it had spent \$110,673 for maintenance and \$23,751, a total of \$134,424 or \$750,576 less than it had pledged before the public service commission.

OREGON TITLE MEN MEET

Abstractors Hold Their Fourteenth
Annual Convention.

Topics of interest to abstractors were discussed at the 14th annual convention of the Oregon Association of Title Men in the green room of the Oregon building Friday.

Addressers included one by William O. McCarthy, counsel for the Title & Trust company of this city, on legal questions. Other speakers were E. H. Janney, Modoc; J. S. Johns, Pendleton; and G. H. Crowell, Albany.

The following officers were elected for the coming year: T. M. Hicks, Salem, president; J. H. Gibson, McMinnville, first vice-president; G. F. Peak, Portland, second vice-president; A. W. Havens, Portland, secretary-treasurer. Reports of officers and committees showed the organization to be in a healthy condition.

The gathering concluded with a banquet at the Chamber of Commerce.

Moonshiners Are Fined.

ABERDEEN, Wash., June 11.—(Special.)—Charles Fredericks and Ceno Suter pleaded guilty to illicit whiskey manufacture when they were arraigned before Justice of the Peace Bignold in Montesano yesterday. Fredericks was assessed \$200 and costs and 45 days in the county jail, while Suter drew a \$100 fine. They were arrested Wednesday night when Deputy Sheriffs Hamm and Thompson made a raid on an island in the Chehalis river near Oakville. Seven hundred gallons of mash, a 50-gallon still and one gallon of moonshine were found by the officers.



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