

Early Two Million Bushels of Our Product Sent There in Past Year

CURES SHOW EXPORTS FOR PAST TWELVE MONTHS

Port Business to South From This State and Washington Is Heavy.

Including flour, the total amount of wheat shipped from Oregon and Washington during the year which ended yesterday was 18,447,111 bushels, compared with 21,252,214 bushels for the previous year.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

Of the export trade, 1,840,860 bushels went to the United Kingdom from Portland, including the country trade, amounted to 2,457,180 bushels.

WALLACE REPLIES TO SECRETARY TAYLOR

Panama Engineer Explains Why He Resigned From the Commission.

(Journal Special Service.) New York, July 1.—John F. Walker, who resigned as member and chief engineer of the Panama canal, has issued a statement in reply to Secretary Taylor's accusations that he left the canal work at a critical time.

The primary cause which led me to tender my resignation as chief engineer of the Panama canal commission, were underlying and fundamental and I must repeat the charge that my motive in leaving the work was a financial one.

My decision was arrived at as the result of the six days' uninterrupted thought which I was able to give the subject in all its bearings during my voyage from New York to Colon in May.

"It was at this psychological moment that I received a telegram from New York offering me a business opportunity which I was bound to consider.

"I did not seek the position of chief engineer of the isthmian canal commission. It came to me as a result of the situation at Panama, at no time during the progress of the work could my relations have been severed more opportunely than now, and with less damage to the work.

"I have made no criticism of personnel or individuals, but I do believe that the obstacles due to the governmental methods required by existing laws are so serious that they will have to be eliminated if the American people are to see the Panama canal completed in a reasonable time and at a moderate cost."

TO LOOK INTO TRADE CONDITIONS ABROAD

(Journal Special Service.) Washington, July 1.—The act passed by the last session of congress giving to the department of labor and commerce authority to send special agents abroad to investigate trade conditions with the object of promoting the foreign commerce of the United States becomes operative today.

The first of these agents to be sent abroad, is Charles M. Pepper, Harry R. Burrill, Raymond F. Crist, Dr. Edward Bedloe and Professor Lincoln Hutchinson of the University of California.

The second agent to be sent abroad, is Harry Bulkeley of Washington, District of Columbia.

The third agent to be sent abroad, is Rev. Stephen Wise, D. D., of New York.

The fourth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The fifth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The sixth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The seventh agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The eighth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The ninth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The tenth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The eleventh agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The twelfth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The thirteenth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

The fourteenth agent to be sent abroad, is Rev. T. L. Elliot, D. D., of New York.

PLANS OF BUILDINGS FOR FIRE DEPARTMENT

Captains Will Inspect Structures and Information Will Be Valuable in Saving Property.

Hereafter the captains in the fire department will have to assist in the inspection of large buildings and their contents. This order of Chief Campbell went into effect this week.

The 22 captains will be assigned for inspection duty in one of the 12 districts into which the city has been divided.

This addition to the duties of the captains has been made for the purpose of securing information for the fire department of all the large buildings of the city.

The main object of the plan of construction of the buildings, number of rooms, fire escapes, stand pipes, provision for lessening conflagration hazard, contents and everything which would be of interest to a fireman will be noted.

As soon as a survey of a building is finished the record will be placed on file with the chief engineer, who with his assistants and captains will study the buildings and become familiar with every detail.

Explosives or highly combustible material which are not allowed to be stored in large quantities are sometimes found, in which case the proprietor of the building and the owner of the goods are immediately notified that they must comply with the law.

MILLER SENTENCED TO THREE YEARS IN PRISON

(Special Dispatch to The Journal.) Baker City, Or., July 1.—Judge White this morning overruled the motion for a new trial and sentenced Roy Miller to the penitentiary for three years.

Miller was president and cashier of the Sumner bank that failed and his conviction followed evidence adduced at the trial.

The introduction of the subject in the coming conference is expected to be followed by a lively discussion.

Bank's Big Dividend. (Journal Special Service.) New York, July 1.—Stockholders of the Fifth Avenue bank, among whom Russell Sage is the largest, received today, in addition to the regular quarterly dividend of 25 per cent an extra dividend of 120 per cent declared out of the profits of 1922 and 1923.

This brings the return on the stock for the last two years up to 180 per cent a year, which is the largest per cent in dividends paid by any New York bank.

The Fifth Avenue bank is capitalized at \$10,000,000 and has undivided profits amounting to \$1,785,500.

Transfer of British Fort. (Journal Special Service.) Ottawa, Ont., July 1.—In accordance with the arrangement reached with the British government early in the year the Canadian government today takes over the defenses of Halifax and Esquimaux.

The arrangement provides that the dominion shall maintain the defenses in first-class shape and garrison them with all branches of the service.

British artillery and engineer experts will be retained for a time to train their Canadian successors.

The annual cost to Canada in maintaining these forts will be \$2,000,000.

To Have New Postoffice. (Journal Special Service.) Spokane, Wash., July 1.—Spokane is to have a new postoffice on the north side this summer.

The station will be built at once some place on North Monroe, between Maxwell and Indiana avenues, and will take care of all mail for delivery west of Division and north of the river.

This is to be called station A, and will be in shape for business about the first of September. From 12 to 14 carriers will be assigned to this station.

Irvington Park Acreage. (Journal Special Service.) San Francisco, July 1.—Mrs. Annie Talbot, the wife of M. H. Talbot, president of the lumber firm of Pope & Talbot, well known in Oregon and Washington, has filed a petition praying for separation and the support, maintenance, custody and care of her three children.

Yers, aged 14 years, W. G. Talbot 12, and Eric Talbot 10. She further prays for possession of the family residence at 2530 Jackson street, \$2,500 a month to support herself and children, \$5,000 attorney's fees and \$2,500 costs.

DON'T PAY RENT

The opportunities offered at FIRLAND for people of limited means to acquire homes now have never been equaled in the history of Portland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

Look over the tract—see the advantages and improvements already here and you will book your order with Mr. Taylor before you leave Firland.

HOMES

Business Men AND OTHERS, WHO REQUIRE RAPID TRANSIT, FREQUENT CARS

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in

248 Oregon Water Power & Railway cars (air-brakes, smokers' compartment, coach seats) run through CITY VIEW PARK every 12 hours; last car at night leaves downtown at 1 a. m. Bull Run water; mains in front of every lot; streets graded and curbed; sidewalks already built in