

NEW CONTESTANT MAY WIN BUICK AUTOMOBILE

Some of the Latest Candidates Enter Score List Near the Top—Enthusiasm and Earnest Effort Bring Results—Some Who Are Getting There.

Score Saturday Night.

1—MISS EILENE GILHOUSE, The Dalles	58,800
2—MISS PEARL BARDE, 628 4th St.	55,000
3—MISS C. M. MORGAN, Ivanhoe Station	42,000
4—MISS ALMA PALMER, Lebanon, Or.	17,000
5—HARRY A. ZEHNRING, Arleta	16,350
6—MISS VIDELLE JENNE, 251 E. 5th St.	10,000
7—JACK EDWARDS, Milwaukie, Or.	9,950
8—THOMAS J. SINNOTT, Oregon City	9,900
9—MRS. W. VINCENT, St. Johns, Or.	9,450
10—L. J. GENTNER, 542 5th St.	6,900
11—MRS. M. RODGERS, Lents, Or.	6,650
12—JESSE J. RICH, 50 N. 18th St.	6,700
13—ALFRED MANGOLD, 634 Gantenbein Ave.	2,550
14—MISS ANNA WINTER, 230 First St.	1,550
15—MISS ARCOLA PETTIT, McMinville	1,500
16—PHILLIP S. NOKKEN, 75 E. 8th St.	1,400
17—MRS. J. F. CHILCOTE, Arleta	1,300
18—MISS MARGARET FLESKE, 635 E. 12th St.	1,300
19—MISS GRACE M. REVERTMAN, Hillsboro	1,300
20—HARRY C. CLAIR JR., 677 E. Ankeny	1,000

That the \$1500 Buick automobile may not go to any of the contestants who have already entered the race for the \$5000 in prizes offered by The Journal in its Fourth Annual Circulation Contest, was clearly demonstrated Saturday night, when several candidates who have only just begun work brought in subscriptions which placed them well up in the score list. The 10,000 mark seems to be popular, and three different candidates are at the offices of the contest department Saturday afternoon and were each in turn informed that they would make their first appearance in the score list as "No. 1." As announced in Saturday's paper, Mrs. Vincent was induced to enter the race after considerable urging on the part of her friends, but that she will make a good candidate is certain. She has a large circle of friends in St. Johns, and is a winner in whatever enterprise she directs her attention. No sooner had she consented to her name being placed on the list of entries than she prepared a long list of St. Johns people who should be subscribers to The Journal, and the very next day she secured promises from more than a dozen and met with success in nearly every one of her calls. In a few cases she got the money on the spot and in the rest will probably have it this week. St. Johns people are boosters and are loyal to their candidate and there is probably no individual in the community who would be able to secure as much business in St. Johns and vicinity as Mrs. Vincent, whose previous experience in similar work will be an invaluable aid to her in the race for the automobile.

Jack Edwards, who was the last to secure seventh place, is also a very promising candidate. Jack has resided in Portland and vicinity about four years, and during all that time has been prominently identified with Y. M. C. A. work. His is now circulation manager of the Beaver, a very creditable monthly, published by the Boys' Department of the Y. M. C. A. He is residing in West Astoria, and his father is just completing the new home. He is out for the Buick automobile and looks like a winner. His first day's work netted him many votes, yet he thought that number too insignificant to mention.

Alfred Mangold is coming along very well, considering the fact that he is devoting most of his time now to installing a wireless plant in his home, and others in the homes of a few of his boy friends. Alfred has had considerable success with his wireless plant and is now ready to establish communication with any part of the coast. He has already received messages from the Council Crest station. A school boy who possesses the enterprise and ingenuity to install such a plant in his

home should be able to hold his own with the best of the contestants.

How to Enter the Race.
Entries can be made in The Journal's race at any time up to the middle of July, but as the proverbial early bird is the one that catches the worm, an early start is a big advantage. Upon deciding to enter the race, either call on or write to the Contest Department of The Oregon Journal and the necessary receipt books, voting coupons and advertising matter will be sent you as soon as our qualifications are passed upon by the management.

How to Get Votes.
Candidates should at once interest their friends in the contest and by people as possible to vote for them by subscribing to The Oregon Journal. The prizes will be awarded in accordance with the number of votes a candidate has at the close of the race, about eight weeks from this date. The contestant having the greatest number of votes being entitled to first choice of the awards, the contestant standing second having second choice of the awards, and so on down until all the prizes have been awarded.

Over Twenty-five Prizes.
With over 25 prizes offered, each contestant who makes an effort is assured of receiving some remuneration. No element of chance enters The Journal contest, as a cash commission on new subscriptions will be paid to those contestants who remain in the race to the end and do not finish among the prize winners.

Voting Power of Subscriptions.

DAILY AND SUNDAY—By Carrier.		No. Votes Given.	
Time—	Price.	Old.	New.
6 months	\$4.25	800	1,000
1 year	7.50	1,600	3,000
2 years	15.00	7,500	15,000
DAILY—By Carrier.		No. Votes Given.	
6 months	\$2.50	500	1,000
1 year	5.00	1,000	2,000
2 years	10.00	4,500	9,000
SUNDAY—By Carrier.		No. Votes Given.	
6 months	\$1.25	150	300
1 year	2.50	300	1,000
2 years	5.00	1,500	2,000
DAILY AND SUNDAY.		Delivered by Mail.	
6 months	\$3.75	750	1,700
1 year	7.50	2,500	5,000
2 years	15.00	7,500	15,000
DAILY ONLY.		Delivered by Mail.	
6 months	\$2.50	500	1,000
1 year	5.00	1,000	2,000
2 years	10.00	4,500	9,000
SUNDAY ONLY.		Delivered by Mail.	
6 months	\$1.25	150	300
1 year	2.50	300	1,000
2 years	5.00	1,500	2,000
SEMI-WEEKLY—By Mail Only.		Delivered by Mail.	
1 year	\$1.50	150	200
2 years	3.00	700	1,400

BRIGHT FUTURE FOR PAISLEY

BY ADDISON BENNETT.

Paisley, Or., June 19.—I left Lakeview yesterday morning, having been detained there by a heavy rain, which kept up pretty steadily for two days. I did not get caught in a heavy downpour midway of my trip here. And of course the roads were pretty sticky, so my trip of 46 miles was not altogether a pleasant one.

The road from Lakeview bears down north up Gorge Valley, keeping close to the hills on the side. The road is a good one, ordinarily, and must have almost constant work done on it. Five miles out the road to Flinch takes up a canyon to the east, and just there there is a large shearing plant and dipping vat. The road leads past beds of limestone, and there are hills near at hand, which turn out a fine quality of lime. The road ascends gradually and soon one gets a good view of the valley to the west, perhaps 10 or 12 miles across, but it is not very thickly settled. I pass a number of small farms or farm houses, with good barns, fences and outbuildings, and lots of horses, sheep and cattle are in view, but not overmuch in the way of farming.

Ascent Very Gradual.
The ascent for the first eight or 10 miles is so gradual that one is surprised finally upon coming to the top of a ridge to find before him a succession of steep hills leading down into a small but lively creek. The creek runs through it. This I found was Crooked Creek valley, and I followed the stream to the lower, or north end, and there took the road to the northwest across the mountains.

Almost at once upon leaving the valley of Crooked Creek the forest came and came into the timber. For a mountain road the way was not bad, but rather steep in places. There was pretty good timber on every hand, and at two places I passed sites of old sawmills, which must have stood there over 20 years ago from the looks of the old logs and other decayed and dilapidated surroundings.

On the north of the mountain there is a small valley called Crooked Creek, and a mile or two farther on a school house, and another mile or so and I came to the dinner station, kept by A. W. Bryan. I got a good dinner and with the pleasure of sitting for a half hour or so before a fine open-hearth fire. Bryan's is the half-way station between Lakeview and Paisley, and I left there with some misgivings, for the clouds looked ominous. However, I climbed on and wound up a long, long hill, over divides, now and then past a house or ranch, until I finally came in sight of a fine valley. At the first glimpse I thought there were a number of new buildings. Thirty, 40, 50 I counted. But as I neared I found they were stacks of hay left over from last winter, and later I learned they were mostly on the 2X ranch, of which I will speak later. It was now in the Chewaucaun valley. The name was given the stream and the valley by the Indians, and is pronounced Che-wau-caun, with the accent strong on the last syllable—kan. It is some distance up the valley, the river rising most at the west end, and the town of Paisley in the extreme northwestern corner, just where the Chewaucaun debouches from the Willamette or Timrock mountains to the west. It was nearly 6 o'clock when I arrived here, and I have now spent 24 hours ascending what information could be

gleaned at the map will show that it has a large watershed, mostly mountainous, and the mountains are mostly low, covered with snow, and the Chewaucaun valley is a large one, and has a heavy fall. Mr. Conn says that in the first 10 miles from the town it has a descent of over 1000 feet.

Opportunity for Portland.
I have said something about the town, but let me go back and bring out some other facts. There are three very large stocks of general merchandise carried by V. Conn, George Conn and the Paisley Mercantile company, the latter being principally owned and managed by Lawrence S. Ainsworth, a former resident of Portland. Then V. Conn has, in addition, a very large implement house. I give these facts to show that Paisley must do a pretty good trade to support such establishments, and to emphasize another fact—Portland does not sell a dollar's worth of goods in Paisley. The day before I arrived the big auto-truck of Murphy, Grant & Co., of San Francisco, was here, and the next day a drummer here with a dozen sample trunks from St. Louis. Salesmen from Minneapolis, St. Paul, Chicago, St. Paul, San Francisco and even Ogden regularly visit this and adjacent towns, but Portland leaves them all out. The merchants of Minneapolis can sell goods here that the Portland jobbers might at least sell. The Portland jobbers for the most part haul from Shinko is not over 150 miles greater than it is from Lakeview. And from Reno to Alturas would largely offset the wagon haul.

I mentioned the flour mill, owned by Peoples Lumber, run by water power, and is about as complete and up-to-date a mill as I ever saw. The rollers and all other machinery are of the best make, and approved models. The mill complete cost \$20,000, and has supplied this entire section with all the flour of the higher grade. I might say that only last year Mr. Conn spent several thousand dollars in changing the flour mill and penstock, putting in a new wheel, painting, etc. But he is getting old, and he is over 70—and the most of the work is done by a younger man, even at a sacrifice.

Valley 15 Miles Long.
The Chewaucaun valley proper is some 15 miles long, from north to south. The river cuts across the north end and then skirts the east bluffs and on to the south end, where it makes a detour to the east, and thence to the north and empties into the Chewaucaun river. It is a direct east by a mountain from Paisley to the north for a distance of about 20 miles, being about the size of Albert Lake. This valley must at one time have been a lake, and the Chewaucaun flowed north after coming from the mountain around through the lower end of Summer lake, thence south along the east bank.

Through a section of a mountain a great mass of earth was brought down from the mountains and built up a plateau six or seven miles from north to south and extending across the valley. This plateau is probably from 20 to 75 feet in height. That formed Summer lake, and the Chewaucaun turned to the south as it emerged from the hills and hugged the west bluffs, running through the present townsite, at some later period this channel be-

came clogged and the present course was taken. I am thus specific to show that to all intents and purposes the Chewaucaun valley and Chewaucaun valley are one, and to explain that the intervening bench, some 50 square miles, and all the fine soil of land I know of, and every foot of it susceptible of irrigation, and the water is at hand to water it.

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Resolving Development.
Shortly after the Carey act was passed a considerable portion of this bench was segregated, or set aside under the Carey act, and the Paisley company, headed by C. H. Ball of Portland, but they have done practically nothing since that time, except surveying, contouring, etc. From time to time they have been granted extensions of time, but still no work is done. If this land was thrown open to settlement it would all be taken within two days; and the Chewaucaun valley would fill up with a rush, and Paisley would be one of the busiest places in Oregon.

Now, I do not pretend to criticize Mr. Ball or his company, or the state land board, for doing nothing the inside facts. But I do say that Mr. Ball should either do something or step aside and let someone else get busy and do it. Further say that before the state land board grants any further extensions of time to the Carey act, Mr. Lewis or some trusted assistant over here to investigate the conditions. If Mr. Ball's company is acting in good faith and will at once go to work and place this land under ditch, and upon the market at the agreed price, \$35 per acre, they will receive a settlement from the state of this valley. If they are simply holding it to sell out to some other operator, it is not the state's business and the land board should also be.

On the eighteenth of November, 1842, we are told by the records of John C. Fremont's trip the great pathfinder came in sight of the Summer lake country from the rim rock on the west. The pathfinder saw a number of years ago pointed out to me. Coming down, he followed the river, crossing to the lower valley, thence south into California. Standing in the snows on the hills he saw the green valley below, and he called it Summer lake. His chronicles say that his intrepid band on the bench I have described and in the Chewaucaun valley proper.

Has Climate All Its Own.
And the great pathfinder but saw then what is still evident on all hands—that this valley has a climate all its own. Summer lake is only some four or five feet deep. In it are probably some warm springs. During the heated term its waters become very warm, and this accumulated heat, together with the proximity of the mountains around, softens and tempers the climate that it is different from almost any other place of like altitude, some 4400 feet.

But perhaps the greatest factor for the future greatness of the valley is in the soil itself. It is coarse sand or light gravel, filled with humus, mixed with clay and lime, making it as fertile and productive as any soil can be in its native state. As wheat land it is as good as any to be found in Oregon. No record shows 1300 bushels of hard wheat was threshed from 18 acres. As to the quality of the wheat, Mr. Conn says it is almost exactly like the hard winter wheat of Minnesota, and makes a better grade of flour than any other wheat raised in Oregon.

Splendid Potato Land.
As a fruit section, the Chewaucaun valley will stand pre-eminent in central Oregon. For apples it will be hard to beat, and extend across the valley well three years out of four. I passed a small orchard and got off and examined the trees, and the Chewaucaun was loaded with fruit. Berries of all kinds do as well here as any place I know of, and all sorts of vegetables yield abundantly and surely, as do potatoes. It is a

PRIZES TO BE COMPETED FOR IN THE FOURTH ANNUAL CONTEST OF THE OREGON JOURNAL

- 1—Buick Automobile \$1500
A completely equipped, model 1909, five passenger car, purchased from H. L. Keels Auto Co., 715 N. Burnside.
- 2—Chickering Baby Grand Piano \$750
Handsome dull finish mahogany case. On exhibition at Eilers Piano House, Washington and Park streets.
- 3—Waverleigh Heights Lot \$750
One of the choicest lots in the tract. Located on Tibbetts avenue between 36th and 38th sts. Jno. P. Sharkey Co., Agents, 122 Sixth street.
- 4—Auto Piano, Mahogany Case \$600
Style "S," one of the finest instruments manufactured. See it at Eilers Piano House, Washington and Park streets.
- 5—Gearhart Park Lot \$400
Beautifully located on the shores of the Pacific. Chapin & Herlow, Agents, Chamber of Commerce Bldg.
- 6—Eilers Upright Piano \$350
Oregon's finest and best piano manufactured by the Eilers Piano House, Washington and Park sts.
- 7—Racine Speed Launch \$330
18-foot launch, guaranteed 12 miles per hour. See it at J. M. Arthur & Co.'s, East Water and Taylor streets.
- 8—Oregon Life Insurance Policy \$300
\$1500—20-year endowment policy, with 3 years' premiums, paid by The Journal.
- 9—Oregon Conservatory of Music \$175
Scholarship good for 12 months' course in this celebrated conservatory.
- 10—Portland Academy Scholarship \$120
Good for a run 33 weeks' term.
- 11—International Correspondence School \$113
Choice of 208 courses in this famous school.
- 12—International Correspondence School \$113
This scholarship reserved for country contestant.
- 13—Anchor Buggy \$100
New Twin Auto Seata, full leather top. See it at Scott & Munsell's, 321 East Morrison street.
- 14—Holmes Business College \$100
Scholarship good for complete combined course, including commercial, shorthand and typewriting.
- 15—White Sewing Machine \$80
No. 35 White, latest model. See it at the White Agency, H. D. Jones, Agent, 420 Washington street.
- 16—Gentleman's Solid Gold Watch \$75
14-k. Gold, 17 Jewels, high grade Elgin movement. See it at Aronson's, 294 Washington st.
- 17—Holmes Business College \$60
Scholarship in the Shorthand Department.
- 18—Holmes Business College \$60
Scholarship in the Commercial Department.
- 19—Lady's Solid Gold Watch \$50
14-karat, 18 Jewels, Elgin movement, hand engraved. Purchased from I. Aronson, 294 Washington st.
- 20—Racine Eighteen Foot Canoe \$50
One of the lightest and best made, purchased from and exhibited by J. M. Arthur & Co., East Water and Taylor.
- 21—Jewel Gas Range \$52.00
The latest model. See it in the windows. Portland Gas Appliance Co., 143 Seventh st.

OTHER PRIZES will be ADDED to the LIST
THE OREGON JOURNAL WILL POSITIVELY GIVE THEM AWAY FOR A FEW WEEKS OF YOUR TIME IN SOLICITING SUBSCRIPTIONS DURING THE CONTEST.

CONTEST OPENED JUNE 14, CLOSES ABOUT AUGUST 1.
For complete information write, call or phone to the CONTEST MANAGER, THE OREGON JOURNAL, Portland.

tainly the finest potato country to be found in the county—if my observations and hearsay evidence are accurate. Anyhow, they can raise as fine spuds here as I ever saw, and they yield very abundantly.

I might write much more about Paisley and the Chewaucaun valley. I might tell you that years ago the Haggins-Tyler people took a big ranch in the bottom, and that they own much of the hay land. I could tell of the three or four thousand tons of hay cut on this ranch, or the fat cattle, fine horses and mules, of many other things could I discourse.

Predicts Brilliant Future.
But above all, I would like to speculate on the future of the Chewaucaun valley if it had railway communication. Suppose we estimate the entire arable area of the valley and bench lands at 50,000 acres. Then let us assume that every foot of it will be under water—and the water is to be had in full abundance up to the middle of July. Then let us put but one family on each 150 acres, and build up the town of Paisley to a fine little city of 1500 or 2000. Here would be a happy, prosperous community of 500 or 6000 people. And now it is an alien country to Oregon. Even the Portland merchants do not count it in their territory!

Paisley should be a newspaper badly and will support one. And no better place could be found for some man with a small capital to start a bank. A creamery will be needed in the near future also. And there are good opportunities for those with a little cash to secure good bargains in the way of land in the meantime awaiting the development of that held by the Portland company. It is an early start, but a driving town, good people, good school, good society, nothing of the rowdy element, and if you are looking for a home in a rural community, do not overlook the Chewaucaun valley.

BIG PRICES FOR JACKSON FARMS

(Special Dispatch to The Journal)
Jacksonville, Or., June 23.—William Stewart this week sold to some Wisconsin parties his 170-acre farm and orchard, two miles north of Jacksonville for \$85,000, an average of \$500 per acre. Another tract of 213 near the Stewart farm was sold this week for \$80,000.

IRISH LINIMENT

Will cure Eczema, and Rheumatism in any form. It brings impurities to the surface, also any skin ailment, burn or bruise.
Lau-Davis Drug Co.
and get a bottle, if it does not help you they will pay back the cost on your money.
For sale by one druggist in all large cities.

GILLHOOLEY
IRISH LINIMENT CO.,
St. Paul, Minn.

ASK FOR DIAMOND BRAND PORTLAND CEMENT

Grown for Pacific Northwest Soil and Climate. New on display in all best stores. Ask for Diamond Brand. If not on sale in your neighborhood, write them names and location. They will send you a packet of flower seeds free for your trouble. Front and Yamhill sts., Portland, Or.

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COOLEST HOTEL IN NEW YORK
FIFTH AVE. AT CENTRAL PARK
SUMMER GARDEN AND TERRACE
FRED STERNY, MANAGING DIRECTOR

Eastward thro' The Storied Northwest
A trip of scenic surprises, of thorough comfort, of unexcelled meal service—in short, a trip to live in memory forever.
Northern Pacific Service Comprises
Four Electric-lighted Through Transcontinental Trains
Providing through standard and tourist sleeping car service between the Pacific Coast and Minneapolis, St. Paul, Chicago, St. Louis, Omaha, Kansas City. Direct connections to Duluth and Superior for the Great Lakes Steamer Trip.
Visit Yellowstone National Park En Route.
Pullman Drawing-Room Sleeping Cars; Leather-Upholstered Tourist Sleeping Cars; a la carte Dining Cars for all meals.
Illustrated Literature and full information about the low round-trip summer fares upon request.
A. D. CHARLTON, Asst. Gen. Pass. Agent,
255 Morrison St., Portland.

Northern Pacific Railway
Alaska-Yukon-Pacific Exposition, Seattle, June 1 to October 14, 1909. Rainier National Park and Paradise Valley, by auto or rail from Tacoma, June 1 to October 1, 1909. Yellowstone National Park, June 5 to September 1, 1909. Festival, Portland, June 7 to 12, 1909. Seventeenth National Irrigation Congress, Spokane, August 2 to 14, 1909.

HOTEL SEWARD
This beautiful hotel will be open to the public about July 1st, under the management of W. M. Seward, late of the Portland and Cornelius hotels. The office will be in charge of Allen A. Wright, late of Portland hotel.
COR. TENTH AND ALDER STREETS W. M. SEWARD, Prop.

NORTH BEACH T. J. POTTER

SERVICE OF THE O. R. & N.'S FINE EXCURSION STEAMER
THURSDAY, JULY 1, 1909
FROM PORTLAND, 8 AM STREET DOCK, DAILY, EXCEPT SATURDAY AND SUNDAY, 8:30 A. M. SATURDAYS ONLY 1 P. M.
Meals on the Potter This Season Will Be a La Carte
Baggage should be at dock at least 30 minutes before departure
Season Tickets, From Portland \$4.00
Saturday-Money Fares \$1.00
Five-Trip Commutation Tickets \$15.00
Reduced rates will prevail from all parts of the state
Purchase Tickets at the City Ticket Office, O. R. & N., Third and Washington Streets.
WM. McMURRAY
GENERAL PASSENGER AGENT PORTLAND, OREGON

PORTLAND AND MEGLER
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GREAT NORTHERN RAILWAY
THREE TRAINS DAILY
The Oriental Limited
The Southeast Express
The Fast Mail
Eastern Excursion Rates,
July 2-3, August 11-12
Chicago and return, \$72.50; New York and return, \$108.50;
St. Louis and return, \$67.50; Boston and return, \$110.50;
St. Paul, Minneapolis, Duluth, Winnipeg, Kansas City, St. Joseph and Omaha and return, \$60. Proportionate rates to other points. Final return limit October 31. Stopovers allowed. Choice of routes going either via SEATTLE or via
The Spokane, Portland & Seattle Ry.
(THE NORTH BANK ROAD)
Direct connections either way. Full information concerning tickets, rates, routes and sleeping car reservations from
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Bears the Signature of *Dr. J. C. Foster & Co.*
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