M'MURRAY NAMED COMMISSIONER FOR LAND PRODUCT SHOW

First Special Officer Appointed by President David M. Dunne.

OTHERS TO BE SELECTED

Several Hundred Letters Have Been Sent Out; Committee Appointments Have Been Announced.

The first special commissioner for the forthcoming Manufacturers' and Land Products show of Portland, Oregon, which will be held in the Armory and special structures erected adjacent thereto, October 26 to November 14, was appointed yesterday by David M. Dunne, president of the show.

William McMurray is the appointee, and as a member of the board of directors of the exposition he left last night for Salt Lake City to attend a meeting of the officers of the Harriman transportation lines, equipped with a letter to Governor William B. Spry of Utah, the Salt Lake Commercial club and the mayor of Salt Lake City, inviting and urging all citizens of Salt Lake City and Utah to participate with exhibits and advertising literature, in the exposition.

Commissioners To Be Named.

It is expected that commissioners for 34 counties of Oregon will be appointed in the next week, and thereafter the most strenuous efforts will be made to bring about a fine line of industrial and soil products exhibits.

A meeting of delegates from all the commercial clubs of the four counties was held June 25 at Grants Pass, the gathering being for the purpose of arranging an exhibit of great importance and extent, for the San Francisco exposition. President Dunne extended by wire an invitation to this body to bring an exhibit here for the forthcoming Land Products show. He received a letter yesterday from Secretary Quinlan of the Grants Pass Commercial club, stating that this matter was very favorably considered by the delegation and an effort will be made to utilize, at least, a large portion of this display at the Portland show this fall.

Many Letters Mailed.

In the interest of the land division portion of the exposition, several hundred letters were sent out this past week to county judges of Oregon, commercial clubs and to individual exhibitors, a number of whom had participated in the last Portland show. These letters contained full details regarding the exposition, and it is hoped that immediate results for securing exhibits will follow.

President Dunne has announced the following appointments as subcommittees to carry out the details of the exposition:

Committee on Industrial Exhibits—W. H. McMonies chairman, A. J. Kingsley, O. E. Heintz, E. L. Thompson, T. S. Mann, A. M. Harradon.

Committee on Land Products Exhibits—A. P. Bateham, chairman, Francis Sealy, J. Fred Larson, W. D. Skinner, J. S. Beall.

Committee on Educational Exhibits.—Henry Connor, chairman, W. J. Hofmann, E. D. Timms.

Committee on Special Days, Events, Music and Attractions.—F. W. Hild, chairman, William McMurray, J. Fred Larson, W. F. McKibben, W. E. Coman.

Committee on Decorations, Lighting, Booths—Julius Meier, chairman, A. C. Black, W. J. Hofmann, R. B. Bain, P. Feldman.

Committee on Transportation.—A. J. Kingsley, chairman, A. E. Gantenbein, H. J. Oppenheimer, Julius Meier, F. W. Hild, William McMurray, W. D. Skinner.

Committee on Premiums, Awards and Judging—A. P. Bateham, chairman, J. Fred Larson, T. S. Mann, W. E. Coman.

Committee on Women's Auxiliary—David M. Dunne, chairman, E. L. Thompson, John S. Beall.

Committee on Publicity—C. C. Chapman, chairman, H. J. Oppenheimer, A. C. Black.

Committee on Invitations and Entertainment—Francis Sealy chairman, D. M. Dunne, E. L. Thompson, W. J. Hoffmann, A. C. Black, W. F. McKibben, William McMurray, F. W. Hild, O. E. Heintz, J. S. Beall, A. M. Harradon.

Committee on Finance—A. P. Bateham chairman, E. L. Thompson, W. J. Hofmann, J. S. Beall, A. J. Kingsley, W. H. McMonies, D. M. Dunne, J. Fred Larson, Francis Sealy, E. D. Timms, A. C. Black, Julius Meier, O. E. Heintz, Henry Connor, A. E. Gantenbein.

Committee on Construction and Buildings—D. M. Dunne, chairman, W. H. McMonies, J. Fred Larson.

Committee on Licenses, Policing—R. B. Bain, chairman, D. M. Dunne, John S. Beall.

Contractors Offer Services.

Several Portland contractors have tendered their services to draw plans and specifications for the building of the temporary exposition structures that will surround the Armory to house the industrial and soil products exhibits. The committee on buildings and construction will take this matter up at once and as soon as the plans have been accepted the exhibits committee will send out floor plans, showing the space allotted to the various divisions. It has been decided to make the price per square foot for exhibit purposes extremely reasonable and thereby encourage the placing by firms and corporations of displays of an active and original nature.

Through the medium of invitations sent out the past week, the cooperation of every important commercial, industrial and social organization of Portland and the state, will be enlisted. The Pacific telephones have now been installed in the exposition offices, the number being Main 7064.

SALEM CHERRY FAIR CLOSES WITH FESTIVAL SPIRIT TURNED LOOSE

(Continued From Page One.)

the corner of State and Winter streets, where King Bing and Queen Anne, in the royal barge, led the march to Court and High streets, where the street dance was held. The king and queen led the grand march, followed by the Rosarians and Cherrians and their ladies. To the strains of a lively two-step the Cherrians and their guests then glided over the waxed pavement. After the first dance the crowds joined in the merry whirl.

The Rosarians and the Portland Commercial club members and their ladies arrived this afternoon at 2 o'clock in a special train. They had enjoyed a lunch served on the train by the Commercial club. They were met by the Cherrians, who led the Rosarians in a parade through the principal business streets. The Rosarian drill squad, headed by Robert Krohn, performed some fancy drills. The Rosarian band played a number of pieces.

Ride About the City.

Then the visitors were conducted to the Commercial club, where automobiles were waiting to take them on a spin about the city and out to the motorcycle races, where seats had been reserved for all the Portlanders. After the races the state institutions and the cherry exhibit were visited, and then the guests were served with a buffet luncheon at the Commercial club. At the club complimentary addresses were made by W. J. Hofmann, prince regent of the Rosarians; H. D. Ramsdell, president of the Portland Commercial club, and W. A. Williams and J. E. Werlein. Responses were made by Milt Myers, king of the Cherrians, and Charles Dick, president of the Commercial club.

Before the electrical pageant the visitors were taken to the society circus, where they had a bushel of fun.

The Rosarians and Commercial club party was as follows:

Those Who Attended.

Mr. and Mrs. Robert Krohn, Hy Ellers, Miss Ellers, R. P. Meyer, Mrs. R. P. Meyer, Mrs. A. A. Murphy, Mr. and Mrs. S. J. McCormick, Mrs. Ferrey, Mr. and Mrs. D. C. Freeman, Mrs. A. Remer, Mr. and Mrs. J. L. Bowman, E. T. Carswell, Mr and Mrs. J. L. M. Shetterley Jr., Max Asmur, George E. Hall, Jack Yates, R. W. Benjamin, M. Abraham, E. C. Peets, H. M. Cummins, M. E. Snead, Mr. and Mrs. C. C. Chapman, H. W. Fries, L. B. Daley, E. C. Sammons, A. G. Thurman, W. E. Pearson, L. F. Knowlton, S. A. Harkson, E. A. Pierce, J. H. McDermott, William Hanley, Mr. and Mrs. A. L. Finley, Miss Crais, Emmett Callahan, Mr. and Mrs. Fred A. Kribs, H. W. MacLean, Mr. and Mrs. M. C. Dickinson, H. J. Anderson, W. E. Finzer, Ida B. Marsh, J. L. Hooper, William G. Gosslin, Mr. and Mrs. T. J. Hislop, Miss Kilgore, J. R. Patterson, Miss Cash, A. H. McGowan, Mrs. David M. Campbell, Mr. and Mrs. T. S. Townsend, H. Hirschberg, W. M. Nelson, Charles Basey, L. B. Lewis, C. H. Henney, T. J. Swivel, W. B. Scott, F. Trombly, F. Stevens, F. S. West, H. D. Ramsdell, C. W. Bourne, Andrew Loney, G. H. Morris, John Larson, C. W. Cornelius, Miss Tillie Cornelius, Mr. and Mrs. George L. Baker, A. C. Black, C. L. Dutcher, R. Meade, Mr. and Mrs. R. R. Giltner, Mr. and Mrs. G. W. Simpson, J. H. Page, T. H. Wells, Mrs. Henneway, Mr. and Mrs. E. R. Lundberg, Miss C. Belnap, R. H. Thomas, M. Bermon, Mr. and Mrs. R. H. Atkinson, O. H. Schwerdtmann, A. W. Moore, Mr. and Mrs. J. C. Boyer, Miss Myrtle MacLain, Mr. and Mrs. Joe Sandvahl, Mrs. H. W. MacLain, H. T. Holtzclaw, Mrs. C. L. Dutcher, C. S. Loveland, W. A. Williams, R. G. Morrow, Mr. and Mrs. W. C. Shearer, J. E. Bronaugh, Miss Billie Bronaugh, Miss Nodine, Miss H. E. Harris, Mr. and Mrs. W. J. Hofmann, H. C. Smith, E. E. McClaren, Mr. and Mrs. John Dyer, Mr. and Mrs. E. Simmons, E. A. Muncey, Mr. and Mrs. Gotthardt, Mr. and Mrs. J. E. Werlein, M. Monte Mayer, Mr. and Mrs. J. Fred Larson, Mrs. J. P. Boehn, Mrs. M. Knowles, C. H. Mayer, Mr. and Mrs. F. M. Case, D. F. Stuart, A. A. Herring.

Journal Want Ads bring results.

BOYS FROM Y. M. C. A. WILL ESTABLISH THEIR SUMMER CAMP AT SPIRIT LAKE

Group of lads which composed one of last year's parties.

Bright and early tomorrow morning 30 boys from the Portland Y. M. C. A. will leave for Spirit Lake, Wash., a beautiful resort at the foot of Mount St. Helens. Here they will establish the Y. M. C. A. summer camp, which for the past five summers has been conducted by the Portland association. From that time until August 29, when the camp closes, Spirit Lake will be the outing headquarters for scores of boys who will go out from this city.

Interest in the Spirit Lake camp has been growing each year and the vacation center promises to be more largely populated this year than ever before. A few nights ago a meeting of 40 boys who have signed up for the trip was held at the association. Many more will enroll during the coming week, as five separate groups are to leave the city before the end of the season.

J. C. Meehan, acting boys' secretary, is to be in charge of the camp and will spend the entire summer there. He will be assisted by leaders who will accompany parties to and from the camp and direct the activities of smaller groups at the camp. A party of five is already at the lake where they are fixing up the cabins and getting them ready for the opening.

Trip Is Enjoyable.

The trip to the lake is enjoyable in itself. The boys will take the steamer Kellogg from Portland to Kelso, and will go from there to Castlerock by train. From Castlerock there is a 40-mile hike over a road of remarkable beauty. Each party will be accompanied by the camp wagon which will carry the luggage and lessen the hard work of the tramp which has tired out some of the boys in the past. The smaller lads will also be "spelled" by rides in the wagon so that they will reach the camp bright and fresh.

By long experience a system of camp government has been worked out that proves most successful. The boys make their own laws through a council of five whom they elect. These laws are enforced by the camp officers, also elected by the boys—a governor, district attorney, judge, sheriff and marshal. It has been found that the boys are strict in enforcing proper rules when this authority is delegated to them, although, of course, Mr. Meehan is the ultimate authority to whom any important matter of conduct is referred.

The Y. M. C. A. is proud of its record of five seasons without a single accident. This is due to the care with which the boys are supervised. No dangerous sports, such as swimming or boating, are allowed except under the immediate supervision of a competent leader. Trips to the top of Mount St. Helens are taken, but always when weather conditions are perfect and under the leadership of careful guides. There are also hikes to many places of interest, ball games and other outdoor sports.

Boys Also Study.

The time is not entirely given up to recreation. Regular sessions of the Bible clubs are held and the boys are given an opportunity to study botany and other subjects direct from nature. There is a camera club in camp, and the boys with kodaks find no end of interesting subjects to test their skill as amateur photographers.

A camp honor emblem is given all boys making a certain rating in definite lines of conduct. This emblem is awarded on ten subjects, health, neatness, promptness, cheerfulness, good manners, morals, trustworthiness, achievement, industry and service. It is much prized and a boy winning it is recognized as a camp leader. There are in addition three medals for boys ranking highest during the season.

E. S. Collins, president of the Ostrander Railway Timber company, has a camp adjoining that of the Y. M. C. A. and takes a great interest in the boys. This year he has contributed prizes for the winners in a track meet. The prizes are gold cuff links, military hair brushes and stick pins.

In addition to the party that will leave Portland tomorrow, groups of boys will leave Portland on July 13, July 20, August 10, and August 17.

Wallace Declines Senatorial Office

Albany Man Says He Cannot Run for Official From Linn and Lane; Name Was Written In.

Albany, Or., June 27.—Dr. J. P. Wallace of Albany says he will not accept the Democratic nomination for joint senator from Linn and Lane counties. This became known yesterday when he received formal notification of his nomination, having had his name written in on the ballot, in the recent primaries.

"I greatly appreciate the honor which has been conferred upon me," said the doctor, "and more so because it has come unsolicited, but in justice to myself I could hardly afford to accept the nomination."

Dr. Wallace was formerly mayor of Albany for two terms. His declining the nomination leaves the field entirely to E. D. Cusick of Albany, the Republican candidate, who was nominated without opposition.

FINE FOR TURKEYS BUT A TRIFLE HARD ON THE GRASSHOPPERS

Hermiston Rancher Buys 400 Gobblers to Eat Insects That Damage Crops.

Hermiston, Or., June 27.—H. A. Waterman returned today from Oakland, Or., where he pruchased 400 turkeys. The turkeys are to be herded on Mr. Waterman's ranch north of Hermiston for the purpose of cleaning up the grasshoppers which are a pest to all growing crops.

The ranchers of the project are just awakening to the fact that the hoppers must be exterminated before they become too numerous to be contended with, and are adopting different plans of hopper warfare. Some are successfully using large flocks of chickens and others are resorting to hopper dosers. These are easily made and are proving to be quite efficacious. They are made of various materials in the form of an oblong trough on runners, with a large vertical plane against which the hoppers jump in an effort to escape. When the hoppers strike the plane they fall into the trough, which is suplied with crude oil and is fatal to grasshopper existence. With these machines several bushels of hoppers are caught each day.

It is hoped that the grasshoppers are approaching the migratory stage. Last year there were not any that developed wings, and this year, through the regular evolution of hoppers, the winged ones are becoming more numerous than those that are wingless, and it is hoped that the winged element will soon reach that stage of development as to warrant them migrating.

Whether they do or do not migrate, the ranchers of the project will be better prepared to handle them another year.

Some will resort to winter cultivation of the soil, thus exposing the eggs to the frost, which will destroy their fertility and prevent their hatching. This, together with larger flocks of poultry, it is hoped will hold them in check.

Freights Delayed by Mexican Situation

San Francisco Feeling Effect of the Trouble; Salina Cruz Has Been Almost Isolated of Late.

San Francisco, June 27.—Freight traffic between this port and western Mexico is virtually tied up as a result of the Mexican situation. The Pacific Mail liner City of Para will sail Monday for Balboa, stopping at San Blas, which is in the hands of the rebels, and possibly at Salina Cruz. Since the occupation of Vera Cruz, Salina Cruz has been almost isolated.

The liner Peru, with refugees on board, is due here Monday. She made calls at a few west Mexican ports.

San Francisco Boils; Thermometer at 82

Sea Breeze Fails to Give Relief to Californians; Fresno in Line for Scorching.

San Francisco, June 27.—Following a close, sultry day, in which the thermometer registered 82 at 2 o'clock, Forecaster Willson predicted tonight at least three days of similar weather, with a possible rise tomorrow to 100 degrees at Fresno and at least 90 in the Sacramento valley.

A slight breeze sprang up this evening, but it died down again.

Robbers Wheel Safe Away and Blow It

Store Cash Taken; Robbers Leave Several Hundred Dollars' Worth of Stamps; Men Fired At, Fire Back.

Eugene, Or., June 27.—Robbers this morning entered the general store of Wright & Morey, at Jasper, a village 15 miles east of Eugene, wheeled the safe, weighing 600 pounds, out the front door, placed it on a cart, took it down the road 200 yards and blew it open with dynamite. The exact amount of money taken from the safe is not known, but the proprietors of the store say it was between $40 and $50.

The postoffice of Jasper is located in this store and the robbers took several hundred dollars' worth of stamps out of the safe, but did not carry them away. Nothing but the cash is missing.

Leslie Wright, one of the members of the firm, who lives next door to the store, heard the robbers wheeling the cart down the road, but did not know what they were doing. When he heard the explosion of dynamite, he ran out of the house with his gun, and seeing two or three men approaching he fired several times. One of the men fired a shot in return and they all then fled down the road.

Wright says he is not certain whether there were two or three men. Sheriff Parker and Deputy George Croner rode up in an automobile, but were unable to find any clue to the robbers.

New Plan Suggested for Rerouting Cars

City Bureau Chief Would Have Street Cars Move in Only One Direction in Congested Districts.

A new plan to lessen congestion in the downtown district by routing street cars down one street and back another has been devised by Howard Holmes, chief of the city bureau of highways and bridges, assisted by Deputy Kirkpatrick. The cooperation of the Portland Railway, Light & Power company is now being sought and it is probable that the plan will be submitted to the city council some time this week.

Mr. Holmes proposes to have the street cars utilize only one track in the business section and have the cars make a loop before returning to the street after passing through the congested district. Such an arrangement, says Holmes, is in effect in other large cities and has been found to provide much more room for other vehicular traffic.

DIED OF HEART FAILURE

Friends of Allen Burr, who died Friday evening of heart failure on East Twent-first street, north, deny the report that his death was induced by religious excitement brought on by a camp meeting of the Apostolic Faith mission. They assert that the meeting was not even in progress at the time of his death. Burr, who was 40 years of age, was janitor at a hotel, Eleventh and Stark streets. The body was taken to the morgue.

M'GOWAN REAR ADMIRAL

Washington, June 27.—Samuel McGowan, paymaster of the Atlantic fleet, was today nominated and immediately confirmed as paymaster general of the navy and chief of the bureau of supplies and accounts, with the rank of rear admiral.

Cannery at McMinnville.

McMinnville, Or., June 27.—Booth & Turner of Eugene have closed their plans for the operation here of a canning plant, which they expect to have in running order for the fall fruit. Some delay has been experienced because of the purchase of some of the machinery. Trackage has been obtained for freight cars leading to the property on which the cannery will be built.

VERNE MASKEL GOES THROUGH FENCE BUT LANDS IN HAY COCK

Gash in Head and Bruised Arm All That Rider Suffers From Mishap.

SIMMONS LOWERS MARK

Makes Five Miles in 4:24—Berreth Takes Spill When Machine Skids But Doesn't Amount to Much.

(Salem Bureau of The Journal.)

Salem, Or., June 27.—Before a record crowd the motorcycle races held under the auspices of the Salem Motorcycle club were pulled off this afternoon with but one accident of any seriousness, authough two of the riders narrowly escaped bad injuries.

Blinded by the dust at the turn at the first quarter mile post, Verne Maskel of Portland missed the turn in the fifth race and went through the fence. Fortunately he landed in a hay cock and suffered only a gash in his head and a bruised arm. Maskel was riding a Jefferson.

In the next race Ed Berreth of Portland spilled at the same place, his machine skidding out from under him, but he was not injured. He was riding an Indian.

Clyde Simmons of Oakland, who lowered the mile track record in yesterday's races, today lowered the five mile track record. He made the distance in 4:24.

The results were as follows:

Summary—Four horsepower ported, three miles, professional, first prize $20, second prize $10—Clyde Simmons, Portland, on an Excelsior, first; Gus Peppel, Portland, on a Merkel, second; M. Hunt, Portland, on a Jefferson, third. Time, 3:14 1-5.

Seven horsepower, stripped stock, professional, five miles; first prize $22.50, second prize $10, third prize $5. First three mile heat—H. Brandt, Portland, on a Thor, first; Red Cogburn, Seattle, on an Indian, second; Kid Zob, Oakland, on a Jefferson, third. Time 2:50½. Second three mile heat—Roy Thompson, Portland, on a Pope, first; Vern Maskell, Portland, on a Jefferson, second; Ed Berreth, Portland, on an Indian, third. Time 2:52¾. Final five miles, H. Brandt, first; Cogburn, second; Thompson, third. Time, 4:40½.

Four horsepower, stripped stock, five miles, professional, first prize, $15; second prize, $5. M. Hunt, Portland, on a Jefferson, first; L. C. Rose, Portland, on a Jefferson, second; Lo Peery, Portland, on a Pem, third. Time, 5:48.

Seven horsepower, stripped stock, professional, five miles, first prize $20, second prize $10, third prize $5. First three mile heat, Roy Thompson, Portland, on a Pope, first; Red Cogburn, Seattle, on an Indian, second; P. Peppel, Portland, on a Merkel, third. Time, 2:51. Second three mile heat, Brandt, on a Thor, first; W. Carnahan, Denver, on a Pope, second. Time, 2:51. Final, five miles, H. Brandt, first; Thompson, second; Cogburn, third. Time, 4:43.

Seven horsepower, Ported, professional, five miles, open to all. First prize, $20, second $15, third $10. C. C. Simmons, Oakland, on an Excelsior, first; H. Brandt, Portland, on a Merkel, second— Red Cogburn, Seattle, on an Indian, third. Time, 4:24.

Seven horsepower, professional, three miles, first prize $20, second $15, third $10. Brandt, first; Thompson, second; Cogburn, third. Time, 2:51.

Consolation race, seven horsepower, professional, three miles, first prize $15, second prize $10, third $5. Peppel, first; Berreth, second; Carnahon, third. Time, 2:57.

ASTORIA TO RENEW FIGHT FOR TERMINAL RATES PRESENT WEEK

(Continued From Page One.)

were required to carry loads across the steep Cascades into the Sound country, thereby being deprived of any advantage with which its geographical and topographical location endowed it.

Such being the case, it is argued, this artificial rate barrier should be removed, not to the disadvantage of Seattle, but to the advantage of the Columbia river, that natural conditions shall regulate competition, and not the arbitrary dicta of transportation potentates.

It is pointed out that the distance between Walla Walla and Astoria is but 27 miles greater than from Walla Walla to Seattle, yet it costs 90 cents per ton more to ship a carload of wheat from Walla Walla to Astoria than to the Sound port. This is in spite of the fact that every foot of the distance to Astoria is over a water-level grade. To Seattle the car has to climb over a mountain pass 3000 feet high. It costs $2.50 per ton more to ship a carload of sash and doors from Astoria to Walla Walla than from either Seattle or Aberdeen, though Aberdeen is 60 miles further from Walla Walla than Astoria.

Discrimination Claimed.

Under existing rates, a carload of bagging can be shipped from Seattle to Pendleton for $3.50 per ton less than it can be shipped to the same point from Astoria, though the distance from Seattle is only 21 miles less, and this is far more than compensated by the water level grade.

Examples such as these will be cited by the Astoria people to show that unjust and discriminatory rates are prevalent against the harbor at the mouth of the Columbia. It will be shown that this discrimination has resulted in a dwindling away of foreign commerce out of the Columbia to the enormous advantage of the rival ports. Another result, it will be pointed out, is that only those vessels that come with a full cargo, or expect a full cargo for export, now come up the Columbia as far as Portland. Unless terminal rates are granted Astoria, vessels that expect to take on only a few hundred tons will not enter the Columbia at all, because of the impossibility of assembling cargoes there for the vessels to pick up.

Considerable importance is placed by the railroads on the outcome of this case, because of its effect in establishing whether or not a railroad may develop a port or series of ports to the disadvantage of others. Primarily, however, the effect will be a determination of whether the Columbia river is to be allowed to take its natural place as chief of the ports of the Pacific coast, and whether the products of the great watershed of this river are to be made to drain artificially into Puget Sound, when the law of gravitation intended that they follow the river to the sea.

Highway Pleases Commissioner Dieck

Rufus Holman Shows City Official and Party Scenic Wonders in Eastern Multnomah.

County Commissioner Rufus Holman yesterday was the host for Robert Dieck, commissioner of public affairs, members of the city engineering staff, and a party including Amos Benson, J. B. Yeon, F. H. Dater and City Attorney La Roche on an inspection trip of the Columbia highway, between Horsetail falls and Chanticleer.

They took the train out yesterday morning and walked over the highway from the falls to Chanticleer, a distance of about 10 miles, and from there took autos into town.

"I went out feeling that I would not see anything much," said Commissioner Dieck, "and I returned astounded, delighted and enthusiastic. The work is splendidly done, and the highway through the gorge will be one of the greatest scenic routes in the west.

"Everybody who is working on the road, from Engineer Lancaster and Roadmaster Yeon down to the men with the pick and shovel, should be proud of their handiwork.

"Engineers in the department of public affairs made a detailed study of the work, particularly the dry wall construction which may be of possible use in building highways on the heights in Portland."

REGATTA QUEEN IS HERE

Mrs. Forstrom, recently chosen queen of the Astoria regatta, is in Portland accompanied by several of her maids of honor, on a shopping tour to procure "court dresses" for use during the big annual affair at the mouth of the Columbia. She arrived in Portland Friday and probably will return to Astoria Monday. She is registered at the Imperial.

Albany Minister Joins "Squadron"

Rev. F. W. Emerson Requests That His Resignation as Pastor of Christian Church Take Effect at Once.

Albany, Or., June 27.—Rev. F. W. Emerson of this city, who has been in the east for the past three weeks filling Chautauqua engagements, has joined the "Flying Squadron of America," rated one of the strongest temperance organizations in the United States, according to word received here today. Rev. Mr. Emerson had tendered his resignation as pastor of the local Christian church to take effect August 1, but upon his communicated request the board of trustees accepted the resignation to take effect today.

Rev. Mr. Emerson gives up pastorate work to enter the lecturing field. After August 1 he will establish his home at Berkeley, Cal.

I CAN WIPE OUT THE ETHICAL DENTAL TRUST

If the People of Oregon Who Pay the Dentists' Bills Will Help Me

The Ethical Dental Trust of Oregon, a combination in restraint of trade, has undertaken to put me out of business in Portland because I advertise my business, which is contrary to the rules of this trust.

The State Board of Dental Examiners, to satisfy this dental trust, refuses to give me a license to practice my profession on the flimsy pretext that I am not a competent dentist. I have documents to prove that I am a graduate of the Philadelphia Dental College, the second oldest dental college in America, and have been qualified to practice dentistry in California, New York, Pennsylvania, Maine, Illinois and Canada, and have practiced for nearly a quarter of a century. Why am I not competent in the State of Oregon?

I have the largest and best equipped dental office in the Pacific Northwest on the second floor of the Merchants Trust building at the corner of Sixth and Washington streets, Portland. It has sixteen chairs and is open every week day from 8:30 A. M. to 6 P. M., and I shall keep it open to my patients despite the Ethical Dental Trust of Oregon. Every one of the dentists associated with me in this office is a graduated dentist of experience and licensed to practice under the laws of this state. I am doing the largest dental business in this city and I defy the Ethical Dental Trust to stop me.

I propose to show how this trust is plundering the people of Oregon. Instead of the dental laws of this state being a protection to the public, as intended, this noxious combine has subverted these laws and by control of the State Board of Dental Examiners the people suffer under a government by a dental trust for the benefit of a dental trust.

What would you think if the railroads of Oregon made up a list of names and handed it to the Government from which to appoint the members of the State Railroad Commission? Such a procedure would not be tolerated. Yet that is how the dental trust sets its friends on the dental board, and as proof of this it is a fact that no dentist who advertises his business has ever been allowed to remain on the State Board of Dental Examiners.

I am going to help the people of Oregon break the power of this Ethical Dental Trust. I know how and I am not afraid to do it. The dental combines in other states have been after me for years and I have built up the largest dental business in the world with offices in many large cities. I am not afraid to leave this to the people of Oregon who believe in fair play and who pay the dentists' bills. If you want to stop this pilfering of your pocketbooks by the Ethical Dental Trust I will show you how it can be done.

I shall present to the people four amendments to the dental laws of Oregon, providing:

1—That it shall be unlawful for any dentist to use cocaine or arsenic, or any solution containing either or both of these poisons, in the practice of dentistry in this state.

This law will stop the Ethical Dental Trust from poisoning the people, and leaving in many patients a craving for cocaine.

2—That a competent dental nurse shall be present as attendant at all times in every operating room during each operation.

This law will be a protection to every woman patient. No woman will be compelled to be alone in a room with a dentist during operations, as is often the case at present because the Ethical Dental Trust will not pay a living wage to nurses.

3—That within six months after the passage of this law every person practicing dentistry in the state shall be compelled to pass an examination in theory and practice before a special state board of dental examiners composed of advertising as well as nonadvertising dentists; and further, that any dentist in the State of Oregon who is a member of any society, association or organization which has a scale of fees or price list of charges shall be denied the right to take this examination, and any dentist thereafter who holds membership in any such society, association or organization shall be forever barred from practicing dentistry in the State of Oregon.

This law will weed out a lot of incompetent dentists who have been given licenses to practice by state boards under the control of the Ethical Dental Trust in years past, and also prevent the trust from maintaining its combine in restraint of trade.

4—That the State Board of Dental Examiners shall be compelled to admit to practice in this state any dentist who holds a legal certificate to practice dentistry in any other state of the Union, providing that said state will likewise accept the certificates issued by the State of Oregon.

This law will leave the state dental board free to enforce the law without fear or favor for the public good and take it out of the control of any clique or combine. It is the principle of reciprocity in dentistry, giving the public full protection and every dentist an even break before the law.

I am opposed to all trusts, and especially a dental trust. I believe that when the people of this state understand what is being done by this Ethical Dental Trust under the cover of laws intended for the public good, they will demand a new deal and a square deal.

I am the equal in skill, training and experience of any member of the Ethical Dental Trust, and I don't propose to be branded a "quack" simply because I will not join this trust in plundering the public when it is suffering with the toothache. The Painless Parker organization of dental specialists do all operations without pain and do them more rapidly and better than can dentists using old-school methods. We shall continue to make consultations and examinations free of charge to all who come to us, in open disregard of the rules and regulations of the Ethical Dental Trust of Oregon.

I am in favor of laws protecting the public against incompetent and dishonest dentists, and I believe the people of Oregon are opposed to laws being made in the interest of a dental trust.

Yours for a fair field and no favors,

PAINLESS PARKER, Dentist.

San Francisco, Los Angeles, Oakland, San Diego, Bakersfield, Brooklyn, N.Y.