FARMERS' UNION OF GILLIAM COUNTY IS OPPOSED TO SHANKS

Resolutions Forwarded Object to Creation of New Offices to Handle Rural Credits.

PUT UP TO LAND BOARD

Little Added Expense, It is Held, Would Save Thousands of Dollars to Taxpayers of State.

Salem, Or., Jan. 20.—The Farmers' union of Gilliam county is opposed to the rural credits bill introduced in the senate by Senator Shanks of that county, according to a resolution adopted by the union and forwarded to the members of the legislature.

The union is opposed to the creation of new offices in connection with the administration of the rural credits fund. The resolution passed by the union says:

Object to New Offices.

"That whereas, a bill was introduced in the state senate of Oregon to make effective the so-called 'rural credits amendment' of Oregon and among other things, it is provided therein that additional state offices be created and salaries fixed for the officers selected to fill said positions, thereby making a useless expense to the taxpayers of this state, and

"Whereas, in the opinion and judgment of this union, it was intended by the framers of said rural credits amendment that said law be put into operation without creating any new offices and salaries, in that it was intention of the framers of said amendment that the fund derived from the sale of bonds be handled by the state land board of Oregon in the same manner as the school fund is now handled; now therefore be it

Up to Land Board.

"Resolved, That we, the members of the County Farmers' union of Gilliam county, oppose any rural credits legislation that may create additional state offices, officers and salaries, in that we are of the firm belief that the state land board of Oregon, which has handled with great credit the state school fund, is well able to take care of the additional work made necessary by the new amendment with little additional expense, thereby saving to the taxpayers of the state thousands of dollars."

It is signed, Farmers' union of Gilliam county, by G. R. Peugh, Fred Weise, J. M. Hoag, committee appointed to draft the above resolution.

Oregon Consistory Holds Big Session

Ancient and Accepted Scottish Rite Masons Confer High Degrees Upon Members of Large Class.

A large number of prominent Masons Friday night attended the conferring of the thirty-first degree at the cathedral of the Ancient and Accepted Scottish Rite Masons. Those conferring the degree were all thirty-second degree Masons, or higher.

This afternoon the thirty-second degree is being conferred by officers of Oregon Consistory No. 1. At noon a photograph of the class taking the degrees was taken in front of the cathedral, at Lownsdale and Morrison streets. The guards of 14 members are commanded by J. Francis Drake. The presiding officer of the consistory is Louis G. Clarke. The thirty-fifth semi-annual reunion of the A. and A. S. R. M. for the valley of Portland, Or., will close tonight with a social session and lecture.

The class given the degrees numbered 37, and came from different Masonic lodges of Oregon. There were a number of visitors from outside jurisdictions, some of whom reside in Portland but hold membership in other sections of the country. Among these visitors were: H. F. Schuknecht of Washington, D. C.; Daniel F. Mason, Minneapolis; Sard Wiest, Denver, Colo.; John T. Dougall, Fort Wayne, Ind.; William H. Bard, Seattle; H. Root, Guthrie, Okla.; N. W. Hann, Boise, Idaho; W. C. Stone, Toledo, Ohio; A. Johnson, Tacoma; Phil Esterday, Lincoln, Neb.; A. J. Hilton, Aberdeen, S. D.

Army Subsistence Bids Are Invited

Portland merchants have been asked to bid on the furnishing of subsistence supplies for the government forces building the Alaska railroad, copies of the specifications having been received by the Chamber of Commerce today. The bids, for the most part accompanied by samples, must be in the hands of Lieutenant Colonel W. H. Hart, at the army quartermaster's office in Seattle, not later than January 29.

Delivery, it is specified, must be at the Bell street dock, Seattle.

Large quantities of flour, potatoes, canned goods, fish, dried fruits and other foodstuffs are provided for, besides most of the luxuries, such as mushrooms, olives, jellies and jams, shrimps, tobacco for chewing and smoking, and ginger ale.

Proposals for supplying lumber, machinery and railroad iron were received by the chamber yesterday; these also specifying delivery in Seattle only.

THOSE thoughts and ambitions that you can't put into words fit nicely into the fragrant haze of the Million Dollar OWL.

A cigar—not for day dreams, but for practical business men.

OWL CIGAR 5¢ The Million Dollar Cigar

M. A. GUNST & CO. INCORPORATED

Old Paving War Is Recalled in Action

The Oregon and Hassam Pavement Companies Move to Fix Damages Against Consolidated Company.

An aftermath of the paving war in Portland some eight years ago, was brought up in Judge Bean's court Friday when attorneys in the case of the Oregon and the Hassam pavement companies versus the Consolidated Contract company argued for the fixing of the amount of damages awarded to the plaintiffs in a previous decree. The then master in chancery, Wallace McCamant, adjudged that an assessment of 25 cents on every square yard of pavement laid by the defendants under a contract in 1908 should be given the plaintiffs for alleged infringement of patents, which amounted to $19,900.

The argument Friday by the plaintiff charged wilful withholding of royalty payments and surreptitious concealing of the Consolidated company's books so that the master in chancery could not get access to them, all of which justified an awarding of three times the amount of damages actually decreed, according to the plaintiff's attorneys.

It is also alleged that the master in chancery's fees have not been paid and that the defendants had transferred its equipment out of Oregon, after the signing of the contract, in order to keep out of the jurisdiction of the Oregon courts.

SOUTH ATLANTIC SHIP SIGHTS BOAT THOUGHT TO BE GERMAN RAIDER

Vessel Was Off Coast of Rio Grande do Norte, Traveling North and Alone.

By H. D. Robertson.

(Copyright, 1917, by the United Press.)

Rio de Janeiro, Jan. 20.—(U. P.)—First reports indicating the general location of the German South Atlantic raider were received here today. The Brazilian packet steamer Bahia reported she had sighted a vessel believed to be the raider off the coast of Rio Grande do Norte. The stranger was traveling north at a speed estimated at 20 knots. No consort was sighted with her.

(Rio Grande do Norte is one of the northeastern states of Brazil forming the northeastermost point of the South American continent.)

Practically all South American nations are taking steps to guard the neutrality of their territorial waters. The Uruguayan government sent the steamer Corsario from Montevideo today to patrol its coastline. The Brazilian government has already dispatched several of its war vessels to back up enforcement of neutrality.

Meanwhile dispatches up and down the South American coast indicated a concentration of allied warships in these waters.

Warships Take Up Trail.

Wireless advices from the Falkland islands said that six British warships had sped north from there, searching for the sea terror. Pernambuco reported arrival of two British auxiliary cruisers.

Evidence of the German's punctilious observance of every rule of war and international law in all his captures was accumulating here today. American Consul Gottschalk declared today his official advices indicated "a predetermined plan to avoid attacks on passenger ships, to avoid possibility of the loss of life of such travelers and any international complications."

Only cargo boats have so far been captured or sunk. The German sea rover is likewise scrupulously careful to hoist his true colors as soon as within gun range of vessels he overhauled, judging from survivors' stories received here from Pernambuco, although in most cases the raider adopted the stratagem of flying British colors in the pursuit.

Capable of Great Speed.

All those who have seen the raider unite in declaring that she is capable of great speed, and some of the survivors added that she was jammed to the hatches with ammunition.

Allied shipowners here have announced indefinite suspension of sailings and are still anxiously awaiting news of several vessels which are now overdue. Among these is the British steamer Ortega. Her agents, however, profess optimism as to her safety.

Shipping on the Pacific coast of South America is likewise worried over the German raider, or raiders, since it is generally accepted here now that the original commerce destroyer has outfitted as auxiliary raiders one or more of her prizes. A number of messages have been dispatched from Santiago, Chile, to the United States, discussing some means of preventing the European war belligerents from hampering trade between the Americas.

Merchantmen Are Warned.

New York, Jan. 20.—(U. P.)—A British warship is again sending warnings to allied merchantmen to be on the lookout for a German raider, believed to be near the Atlantic steamship lanes near this port, wireless stations reported today.

Klamath Falls Is Pleased at News

Klamath Falls, Or., Jan. 20.—"House today voted $10,000 to purchase a site for a public building at Klamath Falls." This message received today by Manager Fred Fleet of the Klamath Falls Commercial club from Representative N. J. Sinnott was received with great satisfaction by local citizens. A federal building in which postoffice, forestry service, reclamation service, Indian department and land office department of the government can be accommodated, is much needed.

German Submarine Sighted Off Georgia

Savannah, Ga., Jan. 20.—(I. N. S.)—A German submarine is reported to have been sighted off the Georgia coast today. The United States wireless signal operator in the tower at Fort Scriven is on the lookout for messages relative to the raider.

British and other allied vessels have been confined to the harbor for several days. A special watchman has been hired by British representatives to guard the vessels in port, fearing some harm.

THIRTY NEW CITIZENS ADDED TO PORTLAND VIA NATURALIZATION

Judge Gantenbein Invests Many Alien Residents With Full American Privileges.

Portland acquired about 30 new citizens today. For more than an hour Presiding Judge Gantenbein and court assistants were kept busy examining applicants. Those admitted to citizenship represent most of the foreign nations.

One of the applicants was John Patrick Henry, an Irishman. He conducts a grocery store and his familiarity with the form of government of the United States won him ready admission into the American fold.

One of the applicants came near losing out because of his failure to answer one of the questions.

"Who succeeds the president of the United States, in case the president then in office dies?" it was asked.

"The secretary succeeds him," was the answer. The clerk hesitated a moment, and things began to look dark for the applicant when Judge Gantenbein came to his rescue.

"What is your business?" inquired the court.

"I am a stationary engineer," was the reply.

"How long have you been engaged in that work?"

"Thirty years," said the applicant.

"He may be admitted," ruled the judge. The applicant had answered other questions fairly well.

ADMINISTRATOR WINS POINT

Son of Late Walter H. Moore Will Bring Suit to Recover Bonds.

Arnold Moore, son of the late Walter H. Moore, today was granted permission by County Judge Tazwell to bring an action in the circuit court for the recovery of bonds valued at $22,000, alleged property of the Moore estate, of which the son is the administrator. The bonds are declared to have been given in exchange for a loan. The petition of the administrator states that the bonds are now in possession of his step-mother, Mrs. Laura Moore, and C. G. Hulse, and that these persons have refused to deliver them to him. Attorney Bartlett Cole appearing for the son, next will file a replevin action for the recovery of the bonds.

Today's action follows a preliminary hearing before Judge Tazwell a few days ago, in which it was sought to show that certain properties of the estate were being withheld from the administrator. Walter H. Moore formerly was worth considerable money. He was a director of the old Oregon Trust & Savings bank, and when that institution became involved in financial difficulties, Moore turned over his own holdings, amounting to more than $100,000, to satisfy the claims of creditors. The widow set up the claim that the money was loaned to the Delaurel Beach company by the Moore Investment company, in which latter concern, it was said, Mr. Moore had not owned stock within three years prior to his death.

Attorney Cole believes that the money was actually loaned by Mr. Moore, and that the bonds referred to as coming from the beach company are rightfully property of the Moore estate.

INJUNCTION IS DISMISSED

Court Decides Plaintiff's Title Insufficient Cause for Action.

Circuit Judge Robert Tucker Friday afternoon dismissed the injunction suit by the I. O. G. T. association against the city of Portland to restrain the city from operating the public market on Yamhill street. The plaintiffs maintained that the market cogested the street, as well as the hall way of the I. O. G. T. hall, and darkened the walk and the hall entrance, and therefore was a public nuisance.

Without passing on the right of the city to foster a public market Judge Tucker decreed that the plaintiff's title to the property mentioned in the complaint was not sufficient to justify cause for action, inasmuch as the plaintiff was only a lessee on a sub-lease on the property.

Turtledove Secures Verdict.

Verdict of $75 was obtained in District Judge Bell's court in favor of A. Turtledove and against Elmer Nash. Mike Nash and Harry Squires in lieu of the return of a gelding and a bay mare. A harness, valued at $65, was ordered turned over to the plaintiff. It appeared that the horses were sold by a stableman without permission of the owner, who brought the suit. Following the original sale the horses are said to have been sold again and although a replevin action was instituted, it was impossible, finally, to locate the animals.

Alienation Suit Filed.

Suit for $15,000 for alleged alienation of affections of the plaintiff's wife has been brought in the circuit court by Jacob Schneider against his father-in-law, George Tapfer. The plaintiff married at Vancouver, Wash., in August, 1912, and they now have two children. Mrs. Schneider filed suit for divorce on August 3, 1916, and it is alleged that the action for divorce was instituted at the instance of the defendant. It is alleged, also, that the father-in-law induced his son-in-law to invest in a dairy venture with the idea of planning "his financial ruin."

Boy Wins Wage Suit.

The victory of a boy over a corporation in a question of litigation has been gained in District Judge Jones' court. Ida Hunt, as guardian for Elmer Hunt, a minor, sued for a balance of $46.50 claimed to be due from the Oregon Fruit & Nut company, for services rendered. The boy was hired for a two-months' period, but was discharged before his time had expired. The company sought to offset the boy's claims on the ground that certain advance in salary had been made. The court allowed the boy $1 a day for the actual time he had put in, figuring the balance due him to be $39.50.

Held to Grand Jury.

Thomas Aspell, accused of mistreatment of a 10-year-old boy, was tried before District Judge Dayton Friday and held to answer to the grand jury. The juvenile court officers prosecuted the case.

Will Sue Hazelwood Company.

Following the appointment of Mary Doherty, as administratrix of the estate of the late Thomas Doherty, who met death in an auto accident in Portland recently, a suit for $7500 damages will be brought against the Hazlewood company by Attorneys Henry E. McGinn and Ralph Citron. County Judge Tazwell today named the administratrix. The estate is valued at $1500.

Doherty was run down and killed on the Broadway bridge on the night of January 5. Doherty was engaged in his work of sweeping the bridge when he was struck. J. W. Shearer was the driver of the auto.

MOVE TO QUASH EXECUTION

Attorney Sheppard, Whose Residence Was Sold, Seeks Relief.

Motion to quash the execution by which an Irvington residence valued at $25,000 was sold under the sheriff's hammer was made before Circuit Judge Gatens Friday by Attorney Chester A. Sheppard, owner of the property. The property was levied on following the granting of a decree by Judge Gatens. The owner claims that there have been some alterations in the decree. He also alleges that he did not receive formal notice of the execution. It is alleged that the proceedings are void and that the execution was launched for the purpose of creating a cloud upon the title to the property.

The levy is further attacked on the ground that no attempt to levy upon personal property was made, but instead the execution was directed against real property worth many times the amount at issue, namely, some $420. The property was bought in by Mrs. Melinda Mitchell for $520 in order to satisfy a claim which she held. It is the contention of the other side that the decree is binding and is unimpeached. Attorney Charles E. Lenon represents Mrs. Mitchell.

Judge Gatens today took the case under advisement. The court intimated that a further conference with a view of a financial settlement between the parties would be held before formal decision was rendered. Sheppard has already paid in $60 on an alleged installment agreement with Mrs. Mitchell.

Lipman, Wolfe & Co. Sued.

Suit for $20,000 damages has been brought in the circuit court by Louise Bernard against the firm of Lipman, Wolfe & Co. The plaintiff alleges that she was forced to return to the store after she had left it, and made to submit to a search of her clothing, on the presumed suspicion that she might have taken some goods away with her to which she was not entitled. She alleges that she was virtually "imprisoned for an hour" in one of the rooms of the store while being questioned and searched. The plaintiff declares that after she had left the building a woman detective caught up with her and compelled her to return to the store.

Arrested for Non-Support.

On a charge of failure to support his wife and two minor children, N. Anderson has been put under arrest. Anderson is a glazier by occupation. He was taken before District Judge Jones, but waived preliminary examination and was held to answer to the grand jury. According to Deputy District Attorney Dempsey, Anderson "has been in the habit of spending his money in pool rooms. Some of this money is said to have been obtained by the sale of the furniture of the Anderson home."

Tailoring Company Loses.

On the claim of the defendant that she "was compelled to wait at times as long as three days before receiving any attention on the part of the instructors," Mrs. R. H. Quinlin won her point in the suit of the Keister Tailoring company for an alleged balance of $7.50 for tuition. The student had paid $18 on the account. The tuition for the three months' term charged was $25.50. Harry W. Barrows, head of the school, brought the suit. The court held "that the student should not be held responsible where the teaching force had evidently failed to perform its duty."

Tobacco Stock to Be Sold.

Dr. F. H. Dammasch, administrator of the estate of the late Tom Long, blind cigar dealer, who had his stand at the city hall, today was authorized by County Judge Tazwell to sell at public auction the stock of goods, fixtures, etc., of the estate. The appraisers, H. M. White, Claude Bristol and Robert Withrow, placed the value of the estate at $388.64.

Committees for N. E. A. Convention

Details of Plans for Entertaining the Visiting Educators Will Be With Sub-Committees.

Details of the various plans for entertaining the big convention of the National Education association next July will be in charge of sub-committees of the general arrangements committee, it was announced today, when L. R. Alderman, general chairman, appointed heads of several of the groups.

The chairmen have been authorized to appoint their assistants, and will outline the various features of their part of the work at once. The chairmen named today are as follows:

Advance membership—O. M. Plummer.

Finance—Emery Olmstead.

Auditing—W. D. Whitcomb.

Depot reception—W. T. Fletcher.

Registration—H. H. Herdman.

Flowers for visitors—Mrs. G. J. Frankel, chairman; Mrs. G. W. McMath, Mrs. Isaac Swett, Mrs. C. B. Simmons.

City decorations—S. C. Bratton.

Decoration of meeting places—Mrs. J. C. Elliott King.

Hotels and rooms—Hopkins Jenkins.

Transportation, validation and excursions—R. H. Atkinson.

Information and information booths—L. A. McArthur.

Music—W. H. Boyer.

City auto—Julius L. Meier.

General, reception for all delegates—I. A. Melendy, chairman; William Parker, C. R. Holloway Miss Lora Hendershott, Miss Viola Ortschild, A. L. Moore.

Other social affairs—Mrs. Solomon Hirsch.

Guides—S. F. Ball.

Publicity—Mark Woodruff, chairman; Miss Vella Winner, W. P. Strandborg, Marshall N. Dana, Dean Collins, A. C. Reese.

Note Sent Gerard to Use as He "Sees Fit"

Washington, Jan. 20.—(U. P.)—The state department, in the last week or two has forwarded to Ambassador Gerard in Berlin the official text of the joint allied reply to President Wilson's note to belligerents, it was learned today.

This action was taken, it was said, in order that Gerard might have an officially correct copy of the reply "for what use he might desire to make of it." He was instructed at the same time to make such use of it as he saw fit.

ASSESSMENT REFUNDS TO BE MADE IN MANY WATERMAIN DISTRICTS

About 2000 Home Owners and Consumers Will Benefit From Ordinance.

ANNUAL INCOME IS BASIS

Vacant Property in Some Sections Which Pays No Revenue to City Will Not Be Exempt.

About 2000 home owners and water consumers in various districts of the city, assessed for the cost of constructing water mains in front of their premises, are to have the assessments refunded and the liens against their property canceled under a plan proposed by Will H. Daly, commissioner of public utilities. He has prepared an ordinance refunding the assessments and will present it to the council next Wednesday.

The charter provides for refund of assessments in districts where the annual income is more than six per cent on the cost of construction. Under Daly's plan only the property actually occupied and from which the water bureau is receiving revenue totaling six per cent of the assessment against each lot is to be affected. The assessments against vacant property in the same districts and from which the water bureau is receiving no revenue will not be relieved of the assessments.

Relief In Uneven Districts.

In all there are 11 assessment districts where relief will be granted if the ordinance is adopted by the council. These districts are as follows:

Laurelhurst—In parts of East Glisan street, Laddington Court, Royal Court, Laurelhurst avenue, Hazel Fern Place, Floral avenue, East Hoyt street, East Irving street, Oregon street, Pacific street, Holladay avenue, Peerless Place, Hassalo street, Multnomah street, Wasco street, Senate street, Clackamas street, East Thirty-third street, Imperial avenue, East Thirty-fifth street, East Thirty-ninth street, Sandy boulevard and Mirimar Place.

Richardson avenue district—Boundary avenue, Corbett street and Front street.

Other Sections Interested.

East Glisan street district—East Hoyt street, Laddington Court, Royal Court, Laurelhurst avenue, Hazel Fern Place, Hassalo street, Multnomah street, Senate street, East Forty-first and East Forty-second street.

Laurelhurst—Portions of East Thirty-ninth street, Laurelhurst avenue, Floral avenue, East Flanders street, East Davis street, East Couch street, East Burnside street, East Ankeny street, East Everett street, Mirimar place, Hazel Fern place, Royal court and Laddington court.

Tillamook Street—From a main in East Twenty-seventh street to a main in East Thirty-first street.

East Stark Street—From a main in East Thirty-fifth street to a proposed main in East Thirty-ninth street.

Westmoreland—Portions of Yukon avenue, Bybee avenue, Rex avenue, East Seventeenth street, East Eighteenth street, East Nineteenth street, East Twentieth street, East Twenty-first street and East Twenty-second street.

Council Crest Park, Also.

Council Crest park in portions of Council Crest drive, Hillsboro avenue, Fairmount boulevard, alley between blocks 9 and 10, alley between blocks 11 and 12, Mount Adams drive, Mount Hood lane, Chehalem avenue, Hillsboro avenue, Beaverton avenue, Himes street, Wapato avenue, Bertha avenue, Hillsdale avenue, Tualatin avenue, alley between blocks 24 and 25.

East Twenty-fourth street from a main in Siskiyou street to the south line of Fremont street.

East Fourteenth street from the north line of Siskiyou street to the south line of Klickitat street.

Broadway from a main in East Thirty-third street to a proposed main in East Thirty-seventh street.

Stolen Automobile Equipment Located

City Motorbus Inspector Discovers Own Missing Windshield on Machine He Surveyed and Other Property.

The garage of Raymond Gill, city motorbus inspector, in Rivera, was entered and various pieces of automobile equipment stolen on December 16. Gill reported his loss to the police and the sheriff's office, but no clue to the thieves was uncovered.

Today, however, L. Leveton, driver of a for hire car, appeared for a license and to have his car inspected by Gill. A windshield mirror on the car looked familiar to Gill as he inspected the machine. Close scrutiny of the mirror convinced Gill that it was his property.

Leventon told Gill he purchased it at the Pacific Highway garage in South Portland. To the garage Gill hurried, and found some of the other stolen equipment. Harry G. Richie and W. C. Cammock, owners of the garage said they purchased the garage recently from Thomas King and that the equipment was in the place when they purchased the garage.

Gill and Deputy Sheriff Beckman are now looking for King and the men who took the equipment.

Coast Officers O. N. G. Pass Examinations

The following officers of the Coast Artillery Corps, Oregon National Guard, have passed the federal examinations as prescribed by the war department:

Colonel C. C. Hammond, Major W. L. Copperholl, Major H. K. Metcalf, Captains R. L. Woods, A. J. Vance, M. B. Huntley, Clyde A. Malone; First Lieutenants C. B. Hamble, Leonard Lundgren; Second Lieutenants B. C. King, H. S. Deuel, Clarence Collins, V. N. Walton, C. J. Green. Private C. H. Wilson passed a special examination in emplacement.

Steamer Loftwood, British Ship, Is Sunk

New York, Jan. 20.—(I. N. S.)—The British steamer Loftwood, 2916 tons, which sailed from New York on Christmas day with a valuable general cargo for Havre, has been sunk, according to a cablegram this afternoon to the French line which cleared the vessel.

The message, which was dated January 17, did not say how the Loftwood was sunk.

JOURNAL CARRIER WHO WAS ASPHYXIATED

George Howatt.

George Howatt was known to all The Journal carriers. It was thought that the coming winter months would be too hard on him here, so he went to Los Angeles a few weeks ago. On Wednesday, January 10, he was found dead in his room from gas asphyxiation.

George Howatt was born in Denver, Colo., in 1898, and came to Portland when a little chap with his mother, Mrs. James R. Howatt. The family of the mother and one brother and five sisters reside at 149 East Thirty-second streets. The funeral was held in Los Angeles.

She Buys Sick Pets; Kills Incurable Ones

Cleveland, Jan. 20.—(I. N. S.)—The pastime of Mrs. Agnes Barsby is buying animal pets—and chloroforming them. She is not cruel or hard-hearted, for it is only sick animals which are put out of their misery.

Mrs. Barsby is a regular customer at all Cleveland animal stores. During the Christmas shopping season she bought two cats and two dogs. She found she couldn't make them well, so she killed them.

"I bought these pets because they were sick and suffering," explained Mrs. Barsby. "I knew they should be killed if I couldn't cure them."

H. K. Ferry, municipal humane agent, says there isn't a greater friend of dumb brutes in Cleveland than Mrs. Barsby. The latchstring at her home is always out to an unfortunate dog or cat, and children in the neighborhood take their ailing pets there to be cured.

Mrs. Minnie Becker Dies at Hospital

Mrs. Minnie Becker, wife of J. W. Becker, died on January 19 at the Good Samaritan hospital. Her home was at 1667 Clarendon street. Mrs. Becker was 69 years of age, a native of Indiana, and had resided in Portland for 11 years. Her husband is a salesman for the Reed-French piano house. A daughter is Miss Lulu Becker. Funeral arrangements will be announced later by A. R. Zeller & Co. Mrs. Becker was a member of the White Temple Baptist church.

Funeral of John O. Edlund.

The funeral of John O. Edlund was held Saturday afternoon from the conservatory chapel of the East Side Funeral Directors and interment was in Rose City cemetery. Mr. Edlund was 25 years of age, a native of Michigan, and had resided in Portland 11 years. He fell dead on Saddle Mountain, Clatsop county, Or., on January 16, presumably from heart trouble, and is survived by his parents, John O. and Amanda Edlund, of 965 East Twenty-fifth North, and six brothers and sisters.

Aged Resident Passes On.

Mrs. Sarah Ellen Antrim, who died at her home, No. 5 Shaver street, on January 18, had resided in Portland for the past 26 years and was in her seventy-fifth year. She was born in Ohio, and is survived by one son, S. D. Antrim, of Seward, Alaska, and one daughter, Mrs. Anna Read, of this city. Funeral services were held this Saturday afternoon at the Mount Scott Park cemetery. The East Side Funeral Directors had charge.

Funeral Rites of Texan.

Funeral services were held this afternoon for John N. Schutz, a native of Germany, aged 75, at the residence of his daughter, Mrs. H. Fischer, 1111 Patton avenue. Mr. Schutz had resided for many years in and near San Antonio, Texas, until two years ago he came to Portland. He is survived by his widow, Mrs. Bertha Schutz, and a son, William F. Schutz, of San Antonio, and his daughter, Mrs. Fischer. A. R. Zeller had charge of arrangements.

Knight of Security Is Buried.

The funeral of Antonia Ambrose was held from St. Stanislaus' church this morning. A number of members of Kirkpatrick council, Knights and Ladies of Security, attended, and the degree team acted as pallbearers. Mr. Ambrose was drowned on January 17. He was a member of the K. & L. of S., and was 29 years of age. Interment was in Mount Calvary cemetery.

Died at the Age of 92.

Mrs. Anna Reich died on January 19 at he age of 92 in the home of her daughter-in-law, Mrs. William Reich, 784½ Lombard street. Mrs. Reich was a native of Switzerland and had resided in Oregon for the past 10 years. Two sons, Ben and Anton Reich, reside at Oshkosh, Wis. Funeral arrangements will be announced later by A. R. Zeller & Co.

Young Soldier's Funeral.

The funeral of Ted Sullivan, the young soldier of Troop A, Idaho Cavalry, who died in Boise on January 17, was held this afternoon at St. Stanislaus' church, and interment was in Rose City cemetery. Dunning & McEntee had charge of the arrangements.

Inhuman Treatment Alleged.

Alleging that her husband had "treated her in a cruel and inhuman manner and that he had humiliated her by bringing other women to his house and paying undue attention to them, and that he frequently absented himself from home, keeping company with other women on these occasions," Avice McDevitt has sued William McDevitt for divorce.

BIG CITY TO BE WHERE OCEAN TRAFFIC CAN MEET LAND TRAFFIC

Buyers and Sellers Desire to Get as Close to Their Market as Possible.

CHANCE FOR VANCOUVER

She Must Put Her Energies Into Building Public Docks, Shipyards, Mills, Canneries and Such Things.

By Fred Lockley.

Vancouver, Wash., Jan. 20.—Thirty-three years ago Judge M. C. George in an address on the Columbia river, said:

"The commercial port of a region will be as close to the producer as the buyer for the world's trade can go with a cheap long haul on water and the shortest land haul either going up into a country or coming down from it. Local history illustrates the truth of this fact. John Jacob Astor, believing that an emporium for commerce and trade with the Orient should be at the mouth of the Columbia, established Fort Astor as the trading post for this vast region. More than a decade later Dr. John McLoughlin, the long-headed and sagacious chief factor of the Hudson Bay company, pushed his entrepot of trade a hundred miles up the river to Fort Vancouver to the radiating heart of a future rich producing district."

Matter of Dollars and Cents.

Judge George was absolutely right in his diagnosis of the case. It is simply the carrying out of an economic law. It is all a matter of dollars and cents. There is a lack of team work and unity among producers that prevents them combining to build up a trading center in their midst, while there is intense rivalry among the traders and buyers to get near to the district where the goods they handle are produced.

The same thing, of course, is true of the man who has goods to sell to the producer, so that it is the buyer and the seller rather than the producer that decides the question as to where the city shall be located. That is why Dr. McLoughlin came up the river and located Vancouver, so that he could be in the heart of a rich district and at the crossroads of production, for here at Vancouver his trappers and traders were within easy reach of the Indian tribes with whom they traded. Added to this was the beauty of the location, the fertility of the soil and the ease of transportation.

Get Close to the Market.

Because both the buyers and the sellers desire to get close to their market they push inland to be in the heart of the producing district, and as a consequence the city is usually built where they can most conveniently transact business. The big city is going to be built where ocean traffic can conveniently meet land traffic as near the heart of the producing region as possible.

Where the ships are loaded and unloaded there is the point for your city. Vancouver ideally complies with these conditions, for it is the heart of a rich producing region and ships can conveniently make it their port.

Cheapness Controls Transportation.

Since cheapness controls transportation and since ocean carriers transport freight more cheaply than any other form of carrier, it is natural for freight to seek its cheapest rate either coming or going, hence the ocean carrier will take its cargo as far up stream and go as far inland as possible to secure its outgoing load. In other words, freight will leave the expensive form of transportation, whether it be wagon or railroad train, as soon as it can secure the less expensive form of transportation, and that is why river steamers, barges and trains that bring the products of the Columbia river basin down the Columbia will seek to put their cargoes of wheat aboard the ocean going ships at Vancouver rather than continue at the more expensive carrying rate either to Astoria or to Portland.

To carry their load past Vancouver up to Portland to have it loaded aboard the ocean carrier and brought down the Willamette and past Vancouver is certainly an economic waste. If ocean freight were more expensive than land freight then, of course, the freight would go by train or river boat to meet the ocean carrier at the farthest point the land traffic could transport the fraight, and your big cities would be built up at the moutns of the rivers rather than at inland points.

Portland History as Proof.

Gaston in his history of Oregon illustrated the working out of this law. He shows how in the early '50s Portland had strong and aggressive rivals in Milwaukie, Linnton, St. Helens and Columbia City. The thing that helped to decide Portland's supremacy was the building of a road through the pass now known as the Canyon road. Stephen Coffin, Lownsdale, Pettygrove and others believed that if they could put a wagon road westward and southward to tap the rich farming district around Tualatin Plains, and Lafayette and the districts further to the south they could secure the trade of these districts and build up Portland.

The celebration held over the opening of the new road at a point near the southern entrance of the City park marked more than the opening of the new road, it marked the selection of Oregon's metropolis. From as far as French Prairie came the settlers to trade at Portland.

Barges Meet Sailing Vessels.

The flatboats and barges of the Willamette river loaded with grain met the sailing vessels and ocean carriers at Portland's wharves. The wagons of the farmers of Lafayette and Hillsboro and the Tualatin Plains brought their wheat to Portland to load the oceangoing ships and coasters that took their wheat then to San Francisco and elsewhere.

Just as the Willamette valley started Portland on to greatness, so the rich empire of eastern Washington will make Vancouver or some other port on the Columbia, for the conditions are similar. As Portland was the point where the ships met the land traffic of the Willamette valley, so the river and rail traffic of the Inland Empire will meet the salt water freighters at some point or points on the river, probably Vancouver, in Washington, and on the Columbia in Oregon, near North Portland, on the peninsula, where the deep sea shipping of the future is to be.

Why Come Up the Willamette?

Why come up the Willamette and go back with big ships when it can be done as well on the Columbia on the Oregon side, so far as Portland and Oregon are concerned in the trade? With shipping thus carried on for both states, opposite on the Columbia river, the interests will become mutual for both states, with a stimulation from cooperation and concert of purpose that a volume of trade will be created beyond anyone's present vision, reaching to the far stretches of the dominion of the Columbia and Snake, even into Canada, both by water and rail.

The rising of a port on the north bank of the Columbia means a greater Oregon and a greater Portland, as well as a greater Vancouver, if advantage is taken of the opportunity.

The beauty of the situation is that the growth of one community on the Columbia river need not hurt any other community. This district is so rich in undeveloped resources that Portland, Vancouver and Astoria can all become important cities without interfering with each other's prosperity, for they all have rich tributary territory.

Old Time Public Spirit.

One thing that Portland had in the early days that helped her achieve success was citizens who had initiative and public spirit, and who were willing to invest their energies in enterprises that led to the upbuilding of the community, such as ship lines, sawmills, flour mills, that gave work to others, that put money into circulation and that helped build the city.

If Portland's first settlers had been timid souls that were afraid to progress and use their money in productive enterprises and had preferred to lend money, why there would have been no Portland as we know it today.

It is this let-well-enough-alone spirit that is holding Portland back today and if Vancouver wants to press forward she must put her energies into public docks and industries, such as shipyards, mills, canneries, ship lines and things of this sort. She must see that every advantage is given to shipping, she should build elevators so that grain can be handled in bulk, she must have publicly owned docks and deep water in front of the city. She must keep the prices of her farming land within reach of the producer. She must squeeze the water out of the values of her suburban lots and tracts and do good to the outside investor and homeseeker in place of "doing him good."

NEW TERWILLIGER SCHOOL BUILDING IS FORMALLY OPENED

"It Is the Last Word in School Architecture," Said Dr. Drake.

Three hundred people gathered in the assembly hall of the new Terwilliger school building Friday night to attend the exercises of formal opening of the school. Dr. Alan Welch Smith of the school board presented the new building to the people of the community, and addresses were made by Theodore E. Anderson, Dr. J. Francis Drake, O. M. Plummer and Superintendent L. R. Alderman. Principal Jesse McCord presided.

"The last word in school architecture" was the words in which Dr. Drake spoke of the new one-story building. Each speaker told of the fitness of the newer type of building for social center purposes. After the program punch and wafers were served, and the visitors were shown through the building.

"The ideals in erecting the great buildings of the past," said Superintendent Alderman, "were to build them high into the air, so that they might be inspiring to see, and that they might stand as memorials to kings or great commanders. The ideals today are that the buildings be planned for service to the democracy. Some of the loneliest people in the world are in the great cities. Not long ago I heard a woman say that she was going to move away from Portland, because she had made no acquaintances and friends here. With a neighborhood school plant having 'service' as its motto, no member of the community need be lonely or friendless."

Will Urge Law to Restrict Pickets

Portland Business Men Will Descend on Legislators in Support of Bill Controlling Picketing.

Between 150 and 200 Portland business men, including many whose places have been "picketed" or "bannered" by labor unions or the I. W. W., are expected to join an excursion train party to Salem next Tuesday to urge the Multnomah county delegation in the legislature to support the bill restricting bannering and picketing as boycott measures in cases of labor disputes.

The Oregon Electric will run the special train, leaving the North Bank station at 4 o'clock Tuesday afternoon. A dinner at a Salem hotel will be served upon arrival, and the conference will be held with the delegation in the evening. Several business organizations are helping work up the excursion, it was said today.

Majestic

TODAY

Peggy Hyland

in

The Enemy

Tomorrow

VIRGINIA PEARSON

in

BITTER TRUTH

Majestic