

ELEVATOR QUESTION IS NOW UP TO PORTLAND; TOO SERIOUS TO DODGE

Growers Declare They Will Not Ship Here Unless Facilities Are Provided.

ELEVATOR IS IMPORTANT

Considered of Equal Moment is the Ship Subsidy Amendment Likewise to Be Voted on June 4.

Bulk grain elevator bonds and the ship subsidy amendment will be voted on by Portland people, June 4. The two measures are a part of the great port development plan which Portland has found vitally necessary for the preservation against the competition of other ports.

The bulk grain elevator must be built so that the wheat of the Columbia basin naturally tributary to Portland and not over the mountains to Puget sound. The farmers of the Inland Empire have determined to abandon sacks and ship wheat in bulk. Their ranches and at shipping points already they are building or have built bulking facilities. Meanwhile Seattle campaigns for their business by boasting of the 600,000 bushel bulk grain elevator and their immediate steps to double its capacity, while Astoria also calls attention to bulk elevator facilities and plans provided by the port. When normal shipping has been restored, the port is in a state of preparedness in wheat handling is to come.

Directors Can Fill Elevator.

A few days ago Pendleton celebrated the completion of a 120,000 bushel bulk elevator built by 120 wheat growers who are farmers' union members. Some one asked, "Where will they get the wheat to fill it at one shipping point?" The answer was quickly given, "The crop of the three directors will fill it. Six to eight hundred thousand bushels of wheat come to Pendleton from immediately adjacent country annually." If three directors can fill a 120,000 bushel bulk elevator, the wheat growers grow quickly will the 1,000,000 bushel capacity proposed for Portland be overtaxed, even with the most rapid turnover of the wheat? Over a hundred bulk elevator will be built in the interior this year, mostly by growers, it has been estimated, and the growers declare they will not ship their grain to Portland unless Portland provides facilities for handling it. Thus it can be understood that the bulk elevator question is put squarely up to Portland and is entirely too serious to dodge.

Ship Subsidy Urgent.

The vote on the proposed ship subsidy amendment is the second step of general necessary before the subsidizing private carriers, which the amendment provides for actually can become effective. The first step was the submission of the amendment to the vote of the people by the late legislature. After the amendment was adopted at the special election, enabling legislation must be adopted either by the legislature or through the initiative. After the enabling legislation has been made a law, the port commission only can put through a definite subsidy plan after having submitted the plan to the people. So it is seen that the prompt possible action will not bring the subsidy plan into effect any too soon to serve its purpose of attracting more adequate steamship service to this port.

The Bulk Grain Elevator and Ship Subsidy Plans Must Be the First Units to Be Campaigned For.

Standards Relate to Elevator. The legislature enacted the late grain standards bill, the operation of which will be organized by the public service commission by the time it becomes effective. This measure is importantly related to the bulk grain elevator in Portland's plan to handle our share of the northwest grain crop. The legislature passed the bill giving the Port of Portland commission authority to go directly into the business of buying, selling, chartering and operating ships for world trade and steamboats for the river. If funds are provided by bonds, a vote of the people must be had. The measure will not become effective in time for any bond issue to be voted on June 4. The same measure empowers the port commission to build coal bunkers, oil, ore and ballast docks, and another measure gives the commission authority to extend the harbor by dredging Columbia slough.

To Equalize Charges.

While the legislative matters have been under way, the dock commission has given the government assurance that charges on government contract commodities handled over the Portland public docks will be equalized with any competitive ports. The port commission is preparing to extend a similar assurance in respect to towage and pilots, and in respect to the equalization of charges apply to private interests as well as the government so that no one can say it cost more to deal with this port than any other.

Railroads Should Lead Head.

What should be the railroads' part

CELEBRATED FIFTY-SIXTH ANNIVERSARY



Mr. and Mrs. J. S. Coates.

Mr. and Mrs. J. S. Coates of Milwaukie, Or., celebrated their fifty-sixth wedding anniversary at their home, Sunday, February 25. Mr. and Mrs. Coates are old pioneers of the state, having crossed the plains in the early forties. Mr. Coates was born in Maine and Mrs. Coates in Illinois. They first settled in California near Yreka, but for the past 50 years have been residents of Oregon.

The party Sunday was a total surprise to the old folks, having been planned by the Harmony Improvement society, of which Mrs. Coates is a member. Open house was kept in the afternoon and the guests were served with light refreshments. A

good time was enjoyed by all. Following relatives and old time friends: Misses Fannie M. Kilton, Anna F. Coleman, Lenora A. Kilton, Emma Spooner, Ella A. Clark, Lenora B. Battin, Mrs. J. Bundy, Ida Bundy, Frank Bundy, Julia A. Spooner, L. B. J. Crawford, Mrs. C. E. Battin, Iva M. Hickey, Grace Avery, Mrs. Hester A. Death, H. P. West, Mrs. Donna West, Mrs. Hattie Dix, Misses Gladys and Marjorie Dix, Mrs. Anna Thomas, Julian Thomas, Billie Thomas, Mr. and Mrs. J. E. Coates, Mr. and Mrs. E. E. McKimmon, Mr. and Mrs. E. A. Excheberry, Mr. and Mrs. C. L. Bischoff, Mr. and Mrs. T. W. Bacon, Mrs. Edith Raupach, Mrs. Ida Walker, Mrs. Bruce Keith, J. R. Dell and Leland Rice.

FLYERS ARE FAVORED BY BRIGHT WEATHER; FIFTEEN SHOT DOWN

Activity on Western Front Is Indicated by Reports Coming From Berlin.

Berlin, Via Sayville Wireless, March 7.—(U. P.)—Fifteen hostile aeroplanes were shot down by the German forces on the western front, today's official statement declared. "On the Carpe, both sides of the Ancre, on the Somme, on the east bank of the Meuse and in Champagne," the statement said, "there was lively artillery activity yesterday. There were repeated engagements of reconnoitering detachments with trench garrisons. "In the evening the French attacked northeast of Verdun against our new positions in the Caulleres wood, but were repulsed with fire. Bright weather favored the flyers and in numerous air combats 15 hostile machines were shot down. We lost one aeroplane. "Eastern war theater: Between the Baltic and the Black sea the cold weather is lessening. In some sectors the fire was livelier, but infantry activity remained small.

French Capture Prisoners.

Paris, March 7.—(U. P.)—French raids and sapping activities gained many German prisoners, today's official statement declared, while German attempts to penetrate the French trenches were checked with heavy losses. "French forces raided German trenches and took prisoners between the Oise and Aisne," the statement said.

British Approach Bagdad.

London, March 7.—(U. P.)—British troops have approached almost within range of Bagdad. Official announcement from the Mesopotamian expeditionary force today declared that on Monday British cavalry engaged a Turkish rear guard at Lalaj, nine miles southeast of Ctesiphon.

In the Great Port Development Plan?

Local interests are a unit in declaring that home railroads ought to join forces with other interests of the city in attracting oriental steamship service and in supporting it with both local and transcontinental freight. If Portland people grasp the extent, importance, necessity and practical value of the great port development plan, they will support it as a unit, add to it necessary action in factories and other industries, and make Portland the great port and distributing center Portland was intended to be.

NEW HIGHWAY BOARD DIVIDES STATE INTO OPERATING DISTRICTS

Commission Declares Intention of Getting Into Close Touch With General Public

MANY REQUEST HEARINGS

Chairman Benson Will Confer With Federal Officials to Arrange for Utilization of Appropriation.

Salem, Or., March 7.—It will be the policy of the new state highway commission, which held its first meeting here Tuesday and organized by electing S. Benson chairman, to get into as close touch with the people as possible and remain there, according to the views expressed by the commissioners at this afternoon's session. To enable the commissioners to carry out this policy, the state was divided into three districts and each commissioner will make it point to meet with the citizens in his district who are asking for the expenditure of a share of the state highway funds in their localities. Many applications already have been received asking for a chance to be heard by the commission before any of the state highway funds are apportioned.

Districts Are Assigned.

The district assigned to Chairman Benson, who resides in Portland, includes the following counties: Tillamook, Yamhill, Washington, Clatsop, Columbia, Multnomah, Clackamas, Hood River, Wasco, Lincoln and Polk. Commissioner Adams, whose home is in Eugene, will look after all of western Oregon not listed in Benson's district. He will also look after the interests of Klamath county. All three commissioners will consider requests coming from various counties.

Chairman Benson made the statement that, if the \$5,000,000 bonds are voted, the commission must see to it that the work to be done by the state is not scattered in such a manner that no showing of results will be made. He expressed the view that long strips of main highways should be built so the people will more readily see the benefits.

Chairman Benson Agreed to Confer at Once with Representatives of the Federal Highway Department and the Federal Forestry Department to Consider the Steps Necessary to be Taken by the State to Obtain the Cooperation of the Federal Government in the Construction of Forest and Post Roads Under the terms of the highway bill.

Next Meeting in Portland.

It is probable Mr. Benson will call another meeting of the commission within the next two weeks. The next meeting will be held in Portland. General Benson was requested to give the commission an opinion as to whether all the automobile license fees, in excess of the cost of administration of the automobile department, collected in 1917 will go into the state highway fund, as provided under the new law which becomes operative in August, or will the fees collected prior to August be apportioned to the counties as has been done under the old law.

San Francisco Workers Say Monopoly and Manipulation Exist and Seek Prosecution of Offenders.

San Francisco, March 7.—(P. N. S.)—Labor men will ask District Attorney Chauncey M. Phelan today to investigate the high cost of living and, if monopoly and manipulation are found to exist here, to conduct prosecutions under the Cartwright anti-trust law. Elias Ellison, secretary of the waterfront workers' association, is working with John A. O'Connell and Frank C. McDonald to have a committee appointed yesterday at a conference of representative labor men called to discuss the high prices. Ellison says the committee believes that monopoly and manipulation does exist. The building trades council and the San Francisco labor council were represented at the meeting.

Officials Deny Report.

Washington, March 7.—(U. P.)—Officials at the Japanese embassy today flatly denied their government has sent an ultimatum to China in an effort to force that nation to abandon its neutrality in the war. "It is an entire fabrication," said one, when informed of a story to that effect printed in the New York Times. "We would welcome China as one of our allies, but we would do nothing to force her into the war."

Are You Tied Up Indoors?

If so, your whole system naturally gets tied up too. A lazy liver and constipated bowels are bad things, dangerous things. Exercise as much as you can—but keep your liver and bowels up to the mark all the time. Take one pill regularly—until you are sure you are all right again.

Civil Service Jobs Await Applicants

United States Commission Announces Competitive Examinations for Places to Be Filled in Government Service. The United States civil service commission announces open competitive examinations as follows: March 13, 1917—Mechanician, qualified as instrument maker, for men only, for present and future vacancies in the bureau of standards, department of commerce, and other branches of the departmental service in Washington, D. C. Entrance salaries ranging from \$1000 to \$1400 a year.

April 4, 1917—Assistant curator, section of wood technology, for men only, in the United States National museum, Washington, D. C. Entrance salary ranging from \$1500 to \$1800 a year.

Further information and application forms may be obtained from M. K. Wirton, local secretary board of United States civil service examiners, Post-office building, Portland, Or.

OREGON PIONEER DIES IN 87TH YEAR



S. D. Bonser.

S. D. Bonser, aged 87 years, one of Oregon's pioneers and a well known photographer in the early days of Portland, died Sunday at the home of his daughter, Mrs. Charles H. Bruce, at The Dalles. He came to Oregon from Illinois by ox team in 1847, and for a period engaged in farming on Sauvie's island. Mr. Bonser was a member of St. Helens lodge of Masons.

Pendleton Club in Favor of Road Bonds

Pendleton, Or., March 7.—Indorsement for the \$5,000,000 road bond issue measure was given last evening by the Pendleton Commercial association at the regular meeting. The matter was presented by Representative R. W. Rittner.

Roy Edwards Named Boosters' President

Roy W. Edwards was chosen president of the 1917 Portland Baseball Boosters at a meeting of the executive committee Tuesday. The other officers elected were John H. Higgins, vice president, and Harold Jones, secretary. Retiring President J. Ed. Werlein was named chairman of the executive committee with the following assistants: A. M. Briley, W. T. Fungie, F. W. Peters and Ray Barkhurst.

William Strandborg was named chairman of the publicity committee and the following were named to assist him: Ted Serr, Lou Kennedy, H. Marcus Grayson, Don Thompson and George Bertz.

An open meeting of the Boosters will be held Saturday noon on the mezzanine floor of the Multnomah Hotel. Every baseball fan in Portland is invited to attend this meeting. The Boosters have adopted the slogan of "20,000 for an opener."

BOXING NOTES

Wallace, Idaho, March 7.—(P. N. S.)—Al Sommers of Portland, Pacific coast, put his weight champion, was awarded the decision over Jack Torrance in a 15-round bout here last night. Both boxers were bleeding from the first round on the fight was sensational at all times with the Portland youth always coming out on top.

St. Louis, Mo., March 7.—(U. P.)—Battling Levinsky's speed and cleverness won for him—over Jack Moran in 12 rounds.

New York, March 7.—(U. P.)—Johnny Dundee defeated Jimmy Duffy in a fast 10-round bout.

Cleveland, Ohio, March 7.—(U. P.)—Irish Patsy Cline, rising lightweight, will meet Oscar Gardner, crack local, here tonight in 10 rounds.

Youngsters Still With Bees.

Porterville, Cal., March 7.—(U. P.)—Bill Bernhard has not yet found it necessary to separate any of his Salt Lake recruits from the club, but is expected to begin this unpleasant task next week. The Bees have been paying more attention to batting practice than to anything else.

Oak Regulars Win From Yans.

Boyes Springs, Cal., March 7.—(U. P.)—The Oakland Regulars beat the Yannigans, 5 to 2, in a game yesterday, although the Yannigans outbit them. Both teams showed a great deal more pep than previously. Maybe a tongue lashing administered by Del Howard had something to do with it.

Cubs Win From Vernon Tigers.

Los Angeles, March 7.—(U. P.)—The Vernon Tigers threw an awful scare into the Chicago Cubs yesterday, but the Cubs finally got away with the game by a score of 6 to 2. Chicago used four pitchers and Vernon two. Wirtmann of the Cubs hit a home run with the bases choked.

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Washington Times Publishes an Odd Editorial on Stone

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SAYS ACID STOMACH CAUSES INDIGESTION

Excess of hydrochloric acid sours the food and forms gases. Undigested food delayed in the stomach decays or rather ferments the same as food left in the open air, says a noted authority. He also tells us that indigestion is caused by Hyper-acidity, meaning there is an excess of hydrochloric acid in the stomach which prevents complete digestion and starts food fermentation. Thus everything eaten sours in the stomach much like garbage found in a can, forming acid fluids and gases which inflate the stomach like a toy balloon. Then we feel a heavy, lumpy misery in the chest, we belch up gas, we eructate sour food or have heartburn, flatulence, water-brash or nausea. He tells us to lay aside all digestive aids and instead, get from any pharmacy four ounces of Jad Salts and take a tablespoonful in a glass of water before breakfast and drink while it is effervescing and furthermore, to continue this for a week. While relief follows the first dose, it is important to neutralize the acidity, remove the gas-making mass, start the liver, stimulate the kidneys and thus promote a free flow of pure digestive juices. Jad Salts is inexpensive and is made from the acid of grapes and lemon juice, combined with lithia and sodium phosphate. This harmless salts is used by thousands of people for stomach trouble with excellent results.

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