ENGINEER REGIMENT WILL PROBABLY BE READY IN FEW DAYS

Lieutenant Colonel Cavanaugh, Who Will Command, Makes Brief Stay Here.

REQUIREMENTS ARE RIGID

Only Few of Many Who Are Applying Suitable for Work Government Wants Done.

Lieutenant Colonel J. B. Cavanaugh, who has been nominated to the command of the regiment of railroad construction men who are to go to the French fighting zone in a few weeks, stopped in Portland a short time Saturday afternoon, en route to San Francisco.

Colonel Cavanaugh has been stationed at Seattle so long that he regards that city as his home. His stay in Portland was for the period that the Shasta Limited stood in the union station. He is on his way to take charge of the recruiting of his regiment. The body of men will be mobilized and prepared in San Francisco for the service overseas.

"As yet the reports I receive regarding this regiment are somewhat incomplete," said Colonel Cavanaugh.

"I am to raise a force of men for rapid construction work in France. It is planned to select them from the forces of railway construction men in the northwest and the railroads of the Pacific coast. I have the coast states to draw from, and the field is so vast that the only trouble we will have will be that of selection. Hundreds are applying that cannot possibly be accommodated. I am confident that the regiment will be completely filled within a week or 10 days.

Requirements Are Rigid.

"I hope to have this regiment ready to leave for France with those going from the east, but I have had no orders yet regarding the movement, and have no idea how long we will be held at San Francisco."

Colonel Cavanaugh will remain in San Francisco a few days, and then go south. He expects to return to Portland and Seattle within two weeks. Probably one of the two battalions making up the regiment will be organized completely in San Francisco and Los Angeles.

Portland vicinity is expected to furnish 246 men and five or six commissioned officers for the regiment.

Of this number, when the offices of the United States Engineers in the Couch building closed Saturday night, not over 20 men out of over 100 applicants had been asked to fill out the blanks that would entitle them to enlistment, provided they were able to pass the physical tests.

This shows the rigid requirements exacted of men who would enter this force. Fine machinists, railway engineers, firemen, clerks and other equally efficient railroaders applied. All were discouraged.

The kind of men in demand were few and far between.

"We must have railroad builders bridge carpenters, section foremen, wrecking men and track laborers," said Major Dent, corps of engineers, who has charge of the enlistments. "We must have fellows who know the railroad building game.

Must Be Well Informed.

"Any man who goes into this service may be called upon to act as straw boss over a crowd of infantrymen who know nothing about railroad construction, so those going in must be thoroughly acquainted with all details of maintainance of way work."

Major Dent is particularly anxious to hear from bridge carpenters and wrecking men.

The successful applicants are ordered to report to recruiting officers for physical examination. Those accepted will remain in Portland for several days or a week, probably until the mobilization is entirely complete.

Logger at Bandon Drowns in Pond

Bandon, Or., May 12.—Joe Gordon, a logger, aged 30 years, was drowned Friday in the log pond at Richarts hill on Two Mile creek. He went down clinging to a large limb, to which he was still holding when workmen pulled it up, but he could not be resuscitated. He leaves a wife and children. The body was sent to Gravel Ford.

Urgent Plea Made For Land Cultivation

Lateness of Season Makes Immediate Action Necessary—List of Desirable Tracts Ready for Inspection.

The Oregon Equal Suffrage alliance, which is actively cooperating in the movement to increase the supply of foodstuffs in this state, urges all those who desire vacant lots or tracts of land to cultivate during the coming summer to get busy at once as the planting season is about over.

Listed with the alliance are a number of desirable pieces of property for which application should be made to Miss Laura F. Cavers, secretary, at 512 Platt building.

Many inquiries are being received at the alliance offices for plowmen, harrowers and diskers. Those whose services are available should leave their names with Miss Cavers.

Listed with the alliance are pieces of property in all parts of the city.

Marine Corps Seeks For Technical Men

Captain Pinkston, in Charge of Local Recruiting Station, Receives Advices From Washington Authorities.

Expressing the need felt by the marine corps for technically trained men, the following instructions were received from the Washington headquarters of the marine corps, by Captain Pinkston, in charge of the recruiting office in the Panama building:

"The marine corps is especially in need of technical men—men experienced in electrical, mechanical, civil and automobile engineering, aviation, etc., and it is desired that publicity be given to this fact.

"Applicants will be informed that as soon as they have completed the prescribed course at the recruit depot they may make application for such duty as they may be fitted to perform."

C. E. Porter, Baker, Is Grain Inspector

Salem, Or., May 12.—The Public Service commission this afternoon appointed C. E. Porter of Baker as chief grain inspector, and J. W. Church of Hood River as registrar under the provisions of the grain inspection law enacted by the last legislature. The appointments will become effective on May 21, which is the day the law becomes operative.

Both men have had many years' experience in handling grain and forage crops in the northwest. Mr. Porter until recently was connected with the Baker Flouring Mills, and formerly was connected with the Portland Flouring Mills. He says he has had 15 years' experience in this line in Oregon and Washington.

J. W. Church served as calendar clerk of the state senate during the last two sessions of the legislature. Both men will receive salaries of $1800 a year.

Under the law a grain inspection bureau will be established in Portland. The offices will be in the court house. All grains and hay will be graded and standardized. The bureau will be a department of the Public Service commission and is expected to be of much importance to the farmers and buyers of the state. A number of deputy inspectors will be appointed by the chief inspector.

Bean Bill Case Is Set.

Salem, Or., May 12.—Arrangements were practically made this afternoon to argue the Bean bill suit before Circuit Judge George G. Bingham next Tuesday. The arguments will be heard by Judge Bingham while sitting in Judge Davis' department of the circuit court for Multnomah county.

This afternoon County Clerk Boyer, who is defendant in the action which is in the form of injunction proceedings to restrain Boyer from putting the Bean O. & C. land grant tax bill on the special election ballot, filed a general demurrer to the petition of a writ of injunction. The demurrer merely alleges that the petition does not state facts sufficient to constitute a cause of suit.

Requisition for Bugg.

Salem, Or., May 12.—A requisition for the return from the state of Washington of Earl Bugg, who is wanted at Pendleton on a statutory charge, was today issued by the governor's office to Sheriff Taylor of Umatilla county.

Farmers Are Busy.

Airlie, Or., May 12.—Farmers in this section are working every minute to get their crops all in. They will devote considerable time to putting in beans and potatoes.

RATE RISE HITS WEST HARDER THAN SOUTH, MILL MEN POINT OUT

Western Railroads Already Making Big Profits, Dealers Say in Their Protest.

LACK OF CARS HAMPERS

Sawmills Can't Make Deliveries on Contracts and New Rate Will Mean Loss of $1,000,000.

Protest against the proposed 15 per cent increase on rail rates from the Pacific coast east on lumber was voiced at a special meeting held by a committee of the West Coast Lumbermen's association Friday.

A draft of the reasons against such a move was prepared and forwarded to the Interstate Commerce commission.

This protest was prompted by the apparent unreasonableness of the increases with its attendant effects on the present condition of the industry and the general condition of the lumber trade as it has existed since the last advance of 5 cents per 100 pounds was made in 1908.

Market Extension Needed.

The greatest need of the industry, say lumbermen, is the extension of the present rail markets and the horizontal increase of 15 per cent contemplated under the supplements to the various tariffs would have the effect of driving western lumbermen out of the densely populated territory on and east of the Missouri river, where they meet the strongest competition of southern yellow pine mills. As an illustration, they say, the present yellow pine rate from the gulf states to Omaha is 25 cents per 100 pounds, and an increase of 15 per cent would mean 4 cents per 100 pounds higher. The rate from the North coast to Omaha being at present 50 cents per 100 pounds, an increase of 15 per cent would result in an advance of 7½ cents per 100 pounds, or a disadvantage of 3½ cents per 100 pounds in favor of yellow pine.

Owing to the inability of carriers to furnish equipment necessary for the transportation of western lumber there is a large accumulation of orders contracted for on the present basis of freight rates that would force us to stand the difference, the protest says. This is generally estimated at a loss of $1,000,000 to the lumber industry.

Profit to Western Roads Big.

Aside from these special objections to the increases, we do not feel that there is the same need for additional revenues of the western roads as may possibly exist with respect to the requirements of southern and eastern lines, who have made an application for a similar advance. Earnings of western lines for several years have shown large net increases which is more or less an exception to the financial conditions of other carriers in the United States, and for that reason there does not exist the same reasons that may have prompted eastern and southern lines to petition the commission for an advance of 15 per cent.

Reports recently published by the government are indicative of many failures recurring each year in the lumber industry and statistics bear out the fact that a large percentage of mills which were operating 4 and 5 years ago have since gone into the hands of receivers or have become totally bankrupt, due to the excessive costs of production compared to prices which they have been able to demand for their product. In one locality, for instance, out of an investigation of 18 mills, the government investigator reported one solvent and operating, two solvent and not operating and the balance in various stages of insolvency and that condition is fairly illustrative of the industry as it has existed for the last 10 years with now and then a short period of reasonably high prices.

Delegation Going East.

Carriers presented their side of the case at hearings before the commission this week, and it is expected that under the present program shippers will begin their testimony before the commission in Washington, D. C., the week of May 23, the lumbermen to be heard May 30. A delegation of lumbermen, accompanied by counsel, will leave for the east within the next 10 days or two weeks.

Mechanics Wanted In Engineer Corps

Applications for Enlistment in New National Guard Unit Should Apply at Office at 106 Fifth Street.

Mechanics and engineers are wanted for the company of engineers recently authorized by the war department as an additional unit of the Oregon National Guard.

Application for enlistment and information as to the new company should be made at the national guard recruiting office at 106 Fifth street, where recruits are being accepted.

William C. Parrish, a Portland hydro-electric engineer, who has been working for the formation of an engineer company for some months, is assisting in the organization work under the direction of national guard officials.

When the full war strength of 164 men is attained, it is probable that additional companies will be authorized by the federal government.

Popular Vancouver Couple Are Wed

Vancouver, Wash., May 12.—When C. E. Kolars and Miss Rose Rubish were married here this evening by Rev. Father J. Sweens at the church parsonage, Mrs. Kolars became a "war bride." Mr. Kolars, who for a number of years has been one of The Journal's representatives at Vancouver, will leave Monday for San Francisco to enter Uncle Sam's naval forces. Mrs. Kolars will remain temporarily at Vancouver.

Mr. and Mrs. Kolars are numbered among Vancouver's most popular young people. Mrs. Kolars has been for some time in the local telephone exchange, a valued employe, and Mr. Kolars, in his newspaper work has made hosts of friends.

The happy couple are being showered with congratulations and best wishes by their many friends here and in Portland, where both are also well known.

FRIENDS' PLANS GO AWRY

Mr. and Mrs. Martin Pratt.

Wanted, Martin Pratt, chief deputy sheriff, and his bride. Anyone finding them please hold and wire.

This is the composite wire flashed mentally, at least, by the deputies of the sheriff's office. Individually and collectively they would like very, very much to know just where Chief Deputy Pratt is.

Yesterday, at high noon, Mr. Pratt took unto himself a wife, Miss Birdie Waidt. All the deputies, in fact all the county building knew it was to happen, and congratulations were all in readiness. The deputies had spent several weeks in preparing the congratulations, but when they were ready to be served, the wedding was already some hours old and the intended recipients gone.

Urge Income Tax as Fairest Means of Financing War

Economic Conditions in Last Five Years Justify Conclusion That the Greatest Burden of Carrying War Charges Should Fall on Men of Large Incomes.

Congressional consideration now being given the war tax bill makes timely the accompanying article on how to finance the war, prepared by the American committee on war finance.

Four thousand millions of dollars have already been appropriated for war purposes. The additional amount necessary depends upon the duration of the conflict. Whatever the total sum of debt incurred, it must be paid, first or last, out of the pockets of American citizens. How shall these billions be paid, and by whom?

War is here; it is a hard experience for all the people. It demands universal sacrifice; but this sacrifice should be equitably apportioned. It should not fall upon one man in a way that means actual want and suffering, and leave another man practically untouched.

Justice in taxation does not mean equality in the amount of money paid; it means equality in the effect of the tax upon the actual conditions of life of the people who pay it. It may be a greater sacrifice for a man of small means to be taxed a few dollars, so that he has to forego all luxuries and many necessaries, than for a man of wealth to be taxed his whole income, and even a part of his capital as well. This is the first principle on which is based the public appeal for large war taxes for people with surplus wealth and small ones for people with no surplus at all.

The second principle is that conscription of men cannot be defended if unaccompanied by conscription of incomes. If the government has the right to ask some men to fight and give their lives to their country, it certainly has the right to ask other men to give their surplus wealth to the nation's cause.

Cost of Living and Wages.

War conditions and war prices have already placed the average American in a financial position where he cannot decently be asked to pay for the war. The twenty-five most common and necessary articles of family use have almost doubled in price in the last two years.

Dun's index figures show similar price increases, as follows:

Between April 1, 1914, and April 1, 1917, dairy and garden products increased 84 per cent, meat 46 per cent, clothing 49 per cent, metals 69 per cent, and foodstuffs 105 per cent.

The increase in wages and incomes has been insignificant in comparison to the enormous rise in prices. Undoubtedly wages have advanced sharply since the war began. In some industries they have risen in a spectacular manner, yet the average wage increase since 1912 has been small, even in union labor, when compared with the rise in the prices in necessaries of life. The index figures published in the April "Review" of the United States Bureau of Labor statistics show that in the large field of union labor there has been a rise of only nine points from 1912 to 1916, inclusive. Index figures for 1917 are not yet available; but, even if we were to assume that wages have risen as much in the first four months of 1917 as they rose in the whole period from 1912 to 1916 (which would be a quite extravagant estimate) we should only have a rise of 18 per cent from 1912 to 1917; while according to Dun certain particularly important food products and necessaries have risen from 46 per cent to 105 per cent in the last three years, and according to the "Times Annalist" the cost of the food budget of the average American family has gone up 74 per cent in the last two years.

Experience of Recent Years.

Keeping in mind these figures, we cannot but accept the unwelcome fact that the average American has not in reality shared in the prosperity of the country during the war period. On the contrary, he has lost ground in the economic struggle, in spite of the nation's advancing aggregate wealth. Wages and incomes have no doubt increased, but there has been at the same time such an inflation in the price of things people must buy in order to live that the average citizen's purchasing power has been steadily diminished. He has been handed more in his pay envelope; he has received a larger salary check, and made better earnings from his farm or his business, but in turning the money he has made into food, fuel, rent, household furnishings, etc., he has found that it does not go so far as in times when wages and earnings were much smaller.

Where the Taxable Wealth Is.

Where, then, has the nation's prosperity gone since the world-war began—into whose pockets? And, above all, where may we find the accumulations of wealth which may now be taxed to pay for the war with the least hardship or injustice to the public?

The following figures, selected almost at random from the great list of industrial corporations that have profited by war times may suggest the answers to the above questions. They may also indicate the economic conditions which lie below the fact, reported by Professor King, of the University of Wisconsin, that 2 per cent of the people of the United States own 65 per cent of the country's total wealth.

Net Profits of American Industrial Corporations.

Figures shown are the net profits earned for the stockholders, after deducting cost of materials, labor, depreciation, overhead, interest and all other charges. All figures are official, having been taken from the companies' annual reports.

	1916.	1914.
American Can Co.	$ 7,962,982	$ 2,916,339
Am. Smltg. & Rfg.	21,252,248	9,271,565
Am. Hide & Leather	1,043,266	107,265
Am. Beet Sugar Co.	2,445,189	462,074
Am. Locomotive Co.	10,769,429	2,076,127
Am. Steel Foundries	3,418,057	*231,461
Am. Woolen Co.	5,863,819	2,788,002
Am. Writing Paper Co.	2,524,378	*108,310
Armour & Co.	20,100,000	7,509,908
Atlas Powder Co.	2,939,790	204,150
Baldwin Locomotive	5,982,517	350,220
Bethlehem Steel Corp.	43,593,968	5,590,020
Barrett Co. (Am. Coal Products Co.)	4,247,858	1,280,473
Brown Shoe Co.	1,467,757	495,896
Central Leather Co.	15,480,201	4,876,924
Colorado Fuel & Iron	2,201,171	*906,968
Crucible Steel Co.	13,223,635	1,015,039
Cuban-Am. Sugar Co.	8,235,113	2,705,723
E. I. DuPont de Nemours Powder Co.	82,107,693	4,831,793
General Chemical Co.	12,286,828	2,857,898
Hercules Powder Co.	16,658,873	1,247,235
Int'l Agric'l Corp.	1,279,832	84,908
Int'l Nickel	11,748,279	4,792,665
Lackawanna Steel Co.	12,218,234	*1,652,444
Morris & Co. (packers)	3,832,213	2,205,672
National Enameling & Stamping Co.	2,417,803	548,756
New York Air Brake Co.	8,214,962	641,046
Phelps Dodge Corp.	21,974,263	6,664,829
Pittsburg Steel Co.	4,564,068	416,551
Rally Steel Spring Co.	3,710,805	374,454
Rep. Iron & Steel Co.	14,789,163	1,628,748
Sloss-Sheffield Iron & Steel Co.	1,912,624	490,139
Swift & Co.	20,465,000	9,450,000
Texas (Oil) Co.	13,898,861	6,185,794
U. S. Steel Corp.	271,531,730	23,496,766
U. S. Cast Iron Pipe Co.	1,398,641	*39,868
United Fruit Co.	11,943,151	2,264,911
U. S. Indus. Alcohol	4,884,587	653,264
U. S. Smelting, Refining & Mining Co.	8,898,464	2,265,641
Westinghouse Air-Brake Co.	9,396,103	3,482,904
Westinghouse Electric & Mfg. Co.	9,666,789	4,058,809
Wilson & Co. (packers)	4,913,873	†1,511,528

*Deficit. †Fifteen months.

Industrial Earnings.

Taking 24 of the principal companies listed above and comparing their earnings in 1914 and 1916, we find in these two years an increase of 500 per cent, and these increases may be expected to continue. For instance, the steel corporation's last quarter's earnings, just published, would indicate that; for, if the percentage is maintained for the whole year, the net sum applicable to dividends for 1917 should be about $450,000,000.

Comparing the increased earnings and the increased stock values of two of these corporations, we get a still more concrete idea of the increased wealth which offers the country a ready source of war taxation:

UNITED STATES STEEL CORPORATION.

Net earnings 1914	$ 23,496,768
Net earnings 1916	271,531,730
Increase	$248,034,962
Average market value of outstanding stock in 1914	$682,648,282
1916	$961,181,378
Increase	$278,533,096

BETHLEHEM STEEL CORPORATION

Net earnings 1914	$ 5,590,020
Net earnings 1916	43,593,968
Increase	$38,003,948
Average market value of outstanding stock in 1914	$ 17,536,690
1916	106,112,130
Increase	$ 88,575,440

Shareholders of railroads have also improved their position as investors since the war began.

In 1913 the net operating revenue ran approximately from $275 a mile in January to $300 a mile in December. In 1916 the net operating revenue ran approximately from $337 a mile in January to $550 in October.

The net revenue for railroads earning over a million dollars annually for the six months ending January 1, 1917, was practically $700,000,000, which is the largest profit in the history of American railroading.

Tax on Large Incomes.

Summarizing again, there is the immediate necessity of raising immense funds for the government by bonds and certificates of indebtedness. To pay for these bonds and certificates of indebtedness there is, on the one hand, the great body of the people and, on the other, the people of large means. The former, the average citizens, are of moderate means; their average income is less than $1000 a year, a sum which is continually decreasing in its purchasing power, and is already hardly sufficient to meet the barest necessities of life. These people will do the bulk of the fighting in war time, simply because they compose the bulk of the population. But they cannot, and in commonest justice should not, bear anything but a comparatively insignificant part of the war's financial burden. Moreover, they should not be handicapped at such a time by such a burden. The efficiency, the physical condition of this great class that must defend and feed the country should be carefully preserved. They should not be subjected to the anxiety and the hardships that further inroads on their slender incomes or earnings would undoubtedly cause.

Seeking a source of war revenue, one turns from the average citizen to the people of means, who have accumulated wealth under their country's flag and institutions. They cannot bear the main burden of defending the nation in the field or on the sea because there are not enough of them. But they can and should bear the money burden, and no doubt will be glad to do so if properly impressed with their responsibility. They are financially strong and they can finance the war from their surplus wealth practically without personal hardship. To them, to their patriotism and willingness to offer to the country whatever it requires, we must look in this hour of general and mutual obligation which the great family of American citizenship has assumed.

Although patriotic citizens are practically united in demanding that the war shall be intelligently and justly financed, many selfish interests, represented by lobbbyists, are now in Washington trying to block the passage of necessary legislation. All kinds of more or less plausible objections are put forward. It is argued, for instance, that if surplus incomes are taxed too heavily the funds for investment in new enterprise will be correspondingly diminished and production will be hurt. The fallacy of such an argument lies in this: Whereas a heavy income tax may prevent individuals from investing their surplus incomes in new enterprises, new enterprises are not, as a matter of fact, generally started by individuals, but by corporations. Moreover, they are not financed from income, but from free capital or from credit. Whether large incomes are diminished by taxation or not, the enormous banking resources of the United States will still exist as a fund for new enterprises to draw upon.

Others say, among them Mr. Emerson, the efficiency expert, that a graduated income tax is undemocratic, for, it is argued, all should make the same, or as near as possible the same, proportional money sacrifice for the war. They want the percentage of income taken from the poor man to be the same as that taken from the rich man. This argument is hardly worth answering, for it is based on the palpable fallacy that a tax of a given percentage on the income of a family with $1000 a year causes as much deprivation as a tax of the same percentage on a family with a million a year. Some men are so centered on money percentages that the human value of things is totally ignored.

British Taxes.

It is estimated that England, i. e., the United Kingdom, in this, the third year of the war, will raise 454,125,000 pounds by taxation. The largest item is income tax and super tax, 195,000,000 pounds.

If the United Kingdom, exhausted by war, and with a population of only 46,000,000, can raise 195,000,000 pounds ($940,700,000), by taxation of incomes, this country, fresh and unexhausted, and with a population of 100,000,000, should certainly be able to raise $1,500,000,000 this year and annually until the war debt is paid.

This is, in fact, the most logical, easy and fair way to carry the country through the war period with justice to all the people, and with careful regard for the welfare of the fighting and producing class.

America is today free enough from the chains of privilege and the selfish influence of the exploiting class, that fattened while the union was struggling for existence in the Civil war, to render the public demand for equitable war finance irresistible.

Entertainment at Concord.

Concord, Or., May 12.—"The Village Queen," a cantata, will be given by the children of the public school, under the direction of Miss Lois Kennedy, music director, Tuesday evening, May 15. Weather permitting, the entertainment will be given on the lawn at the school house.

Mr. and Mrs. Charles Risley entertained the "500" club Monday evening.

Married at Liberal.

Liberal, Or., May 21. — Miss Edna Vick and Lavelle Burkhardt, popular young couple of Liberal, were married Wednesday evening, Dr. G. F. Leinning of Salem performing the ceremony at the Evangelical church. The arrangements were elaborate. Mr. and Mrs. Burkhardt will make their home at Liberal.

LESSONS IN WAR TIME COOKERY ARE TO BE CONTINUED THIS WEEK

Instruction Will Also Be Given in Gardening in Various Parts of City.

Mother's lessons in war-time cookery are to be continued this week. Keeping the home table supplied with nutritious and abundant food in spite of the high cost of living and boosted prices will be demonstrated at meetings in school auditoriums. Every suggestion presented will be practical, simple and ready to be taken advantage of immediately.

At the same sessions father and the children will be given instruction in the patriotic service of increasing the food supply through efficiently cultivated gardens.

War-time cookery instruction is to be given by the domestic science experts of the public school, directed by Miss Edna Groves, supervisor of domestic science.

Will Give Garden Talks.

The garden talks will be given by agricultural experts directed by S. B. Hall, Multnomah county agriculturist. Miss Groves and the domestic science teachers are contributing their work as a patriotic service.

War-time cookery and home garden meetings last week were well attended. Though all were scheduled for 2:30 p. m., each day, no teacher was able to get away before 5:30 p. m., says Miss Groves, because of the great interest and the numerous questions asked by the housewives.

Admission is entirely free, and all who responded to the urgent invitation to attend, which is repeated for the coming week, found they gained information that would help them save actual dollars in buying for the home table.

Meetings Scheduled.

The meetings scheduled are as follows:

Tuesday, May 15, 2:30 p. m.—At Arleta, including the Hoffman district. At Peninsula school, including Portsmouth and Kenton districts. At Glencoe, including Sunnyside, Mount Tabor and Laurelhurst districts. The meeting at Montavilla school, including Hudson and Glenhaven districts, will be held at 8 p. m. Tuesday.

Wednesday, May 16, 2:30 p. m.—At Ockley Green school, including the Jefferson high school neighborhood. At Shattuck school, including Ladd and Lincoln districts.

Thursday, May 17, 2:30 p. m.—At James John high school, including north, east and central districts. At Irvington school, including Alameda, Fernwood and Holladay districts. At Highland school, including Woodlawn, Kennedy and Vernon districts.

Friday, May 18, 2:30 p. m.—At Capitol Hill school, including Fulton Park and Multnomah districts. At Brooklyn school, including Stephens and Clinton Kelly districts.

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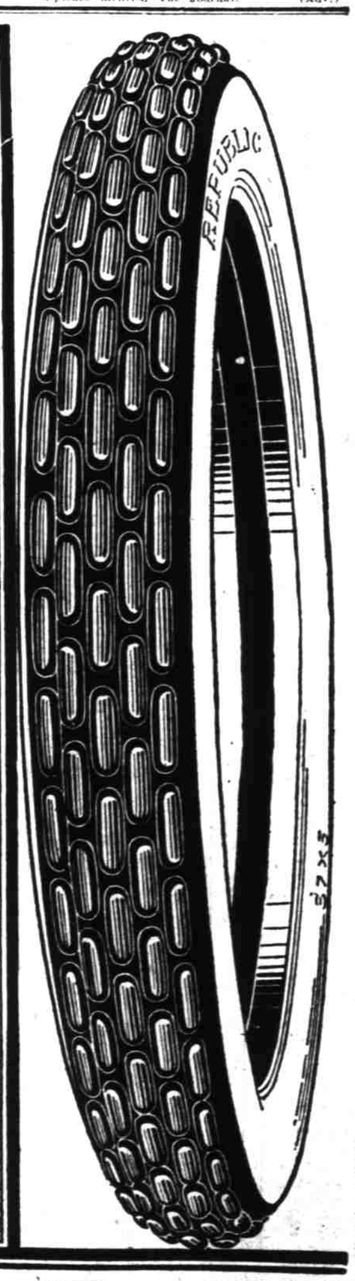

REPUBLIC TIRES