SERVICE FLAG TO BE UNFURLED BY STATE AT SALEM TODAY

Governor Withycombe Will Deliver Dedicatory Address at Ceremonies.

Salem, Or., Jan. 29.—The program for the dedication of the state house service flag, which will have 23 stars, has been completed by the committee having the arrangements in charge. The ceremony will be held at 4:30 o'clock this afternoon on the second floor of the state house. The dedication address will be given by Governor Withycombe, while four-minute talks will be made by Attorney General Brown, Justices Henry L. Benson and Wallace McCamant, Superintendent of Public Instruction J. A. Churchill and Public Service Commissioner Frank J. Miller.

There will be musical selections by a male quartet, and the benediction will be given by Justice Frank A. Moore.

The state employes who have enlisted in military service and who will be represented by the stars in the service flag are as follows:

Secretary of State Department

Otto F. Kubin, corporal, Twenty-ninth Aero Squadron, France; Carl D. Gabrielson, first lieutenant, Company G, Three Hundred Sixty-third Infantry, Camp Lewis, Wash.; J. B. Young, Ordnance department, San Antonio, Texas; Fred H. Paulus, Spruce division, Portland.

Insurance Commission

H. E. Hoxie, Quartermaster's department, Camp Joseph E. Johnston, Jacksonville, Fla.

State Engineer Department

J. L. McAllister, sergeant, Company F, Eighteenth Engineers (railway), France.

Banking Department

Roy Barth, ensign, Navy Paymaster department, New Orleans, La.; E. F. Slade, Ordnance department, Rock Island, Ill.

Industrial Accident Commission

Carl Abrams, lieutenant colonel, One Hundred Sixty-second Infantry, France; Charles W. Craig, Company C, Twentieth Engineers (forestry), France; Karl E. Hinges, Ordnance department, Camp Dodge, Iowa; Paul Hendricks, Company M, One Hundred Sixty-second Infantry, France.

Public Service Commission

C. J. Green, lieutenant, Coast Artillery, Fort Stevens, Or.; W. D. Clark, captain, Company L, Twenty-third Engineers (highway), Camp Meade, Maryland.

State Highway Commission

Forrest Welborn, sergeant, Forty-fourth Machine Gun company, Camp Lewis, Wash.

State Forestry Department

H. J. Eberly, Company D, Tenth Engineers (forestry), France.

State Printing Department

M. D. Pilkenton, Quartermaster's department, San Antonio, Texas; Budd Welch, Quartermaster's department, San Antonio, Texas; Frank Lawrence, Fourth company, Coast Artillery, Astoria, Or.; Binger Sefton, Hospital corps, San Antonio, Texas; Howard Freeland, Company C, Fourth Engineers, Vancouver, Wash.; Clay Toothacre, United States Marines, Mare Island, San Francisco, Cal.

Supreme Court Library

Allan Jones, Company M, One Hundred Sixty-second Infantry, France.

Idaho May Extend Highway to Oregon

People of Neighboring State Are Anxious to Connect Their State Road With Columbia River Highway Soon.

Salem, Or., Jan. 29.—Herbert Nunn, state highway engineer, returned Monday from a trip into Washington, Northern Idaho and Montana, where he made a number of addresses on highway and agricultural conditions in Oregon, illustrating his talk with pictures of the Columbia river highway.

In Missoula, Mont., he attended a convention of highway commissioners, highway engineers and county commissioners.

"The people of Montana are anxious to have Idaho complete the improvement of the highway across that state," he said. "The barrier now is the Fourth of July canyon road in Idaho, but $175,000 is available for improving that piece of road, which should make it possible for the people of Montana to drive across Idaho and connect up with the Columbia river highway."

Mr. Nunn inspected the Condon-Thirty Mile creek road in Gilliam county, which has just been completed, opening a stretch of highway which has been impassable heretofore in wet weather. The county graded the road and the state put on the macadam.

He looked over the "Apple Way," a recently hard surfaced road leading out of Spokane.

Car Saving Highest, Writes Lumber Sec'y

Salem, Or., Jan. 29.—"In the matter of car efficiency," says F. G. Donaldson, secretary of the Willamette Valley Lumbermen's association, in a letter to the public service commission, "I wish to advise you that reports received from the 25 mills which are members of this association show that for the period from January 1 to January 10, 1918, the average carload weight of all their lumber shipments moved by rail was 77,841 pounds per car, which I believe is the highest average lumber loading of any producing district in the United States.

"This does not include logs or slab wood, but is all lumber. This will show you how the Willamette valley lumber industry is responding to the nation's call for maximum efficiency in car conservation."

Col. MacMillan Called to B. C.

Baker, Or., Jan. 29.—Lieutenant Colonel T. M. MacMillan, who with Major F. B. Edwards and Captain E. J. Cook of the Canadian army, has been touring the state of Oregon under the auspices of the Oregon State Council of Defense, left the party here Saturday evening, having been called to Vancouver, B. C., hurriedly, but for what purpose he was not informed.

The Canadians, who are touring the state in company with Bruce Dennis, secretary of the council of defense, left here for Vale, where a meeting was held Sunday afternoon, and at Ontario, where they spoke in the evening. They go next to Bend and Prineville and other central Oregon towns.

Saturday evening they were the guests of honor at a reception and dance arranged for them by the local committee.

"At the Flaming Forge of Life"—

—the fortunes of a world are being wrought.

Never have men of any age seen what we are seeing. Never have changes so violent, so tremendous, so rapid, in the entire structure of national, business, and social life heaved up the very foundations of the world. Never have so many new problems, so many demands for readjustment, thrust themselves upon men and women for settlement.

Things big with fate are happening fast. They are arousing violent prejudices, with clashing opinions in every assembly and in every newspaper where the minds and hearts of men find expression.

The need for exact information is imperative. Clear understanding of what is going on is indispensable. Busy men and women throughout the nation are demanding to know the real facts and the real meanings of them. Confusion, uncertainty, mistake, lack of correct information may mean disaster to their dearest interests.

Why, in all this turmoil of events and jangling voices, are two million of the best citizens of America turning, each week, to THE LITERARY DIGEST?

Why are more than 282,000 manufacturers and merchants reading it closely? It is not devoted especially to factory or trade.

Why do more than fifty thousand physicians and more than forty-six thousand lawyers buy the THE LITERARY DIGEST? It certainly is not a medical journal, nor is it given over to discussions of law.

Why is it bought regularly by more than eighty thousand officials of the United States Government, State and Municipal officials, officers in public service companies, bankers, contractors, builders, and engineers? It does not specialize in any of their particular affairs.

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One all-controlling reason must be given. We're in a world crisis. America has taken up the greatest burdens that can come to the richest, strongest nation on earth. All of us, business men, professional men, officials, and laboring men, are, first and last, Americans, and these tasks and problems come straight home to us. Our blood and our treasure are called into this supreme struggle of humanity. We must know how to win, and how to adjust our business, our homes, our personal lives to the new conditions. There is no time for roundabout, fragmentary, or unreliable information. There is no strength to waste in prejudice or partizanship.

Nowhere, except in THE LITERARY DIGEST, is it possible to find all the vital news of world events clearly and truthfully explained, without editorial bias, together with an impartial record of the leading opinions of men and women, newspapers and magazines from every land in this great, throbbing world of action.

THE LITERARY DIGEST is the one satisfying magazine for all Americans. It knows no party, no creed, no social division. It brings, each week, to all alike, the important things of business, of politics, of industry, education, religion, science, literature, and art, and of the great happenings of the world war.

Lord Northcliffe, Publisher of the *London Times*, speaks with reason, then, as well as authority, when he says that "THE LITERARY DIGEST is the most indispensable weekly publication in the world."

THE LITERARY DIGEST has searched for you the work-shops and has read for you the thousands of newspapers and magazines of civilization, and it tells you what they all are doing and saying.

THE LITERARY DIGEST has reached into the power houses of the world, and it connects you by its own live wire, each week, with the great forces which are remaking the nations of earth and changing the destinies of humanity.

THE LITERARY DIGEST stands close to the "Flaming Forge of Life," and out of the white heat of a world's mighty labors, and strivings, and discussions, it brings to you, week by week—

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