

NAUTICAL SCHOOL GRADUATES TO BE IN GREAT DEMAND

No Man Qualifying Need Have Worry That He Will Not Secure Lucrative Job.

OPPORTUNITY DECLARED BIG

Instructor Williams Says Wages Never Higher, Chance for Adventure Never More Appealing.

From now on graduates of Portland's new government nautical school will be in great demand to take berth aboard new government vessels.

Such is the statement of Professor Arthur R. Williams, instructor of the school.

The exceptional opportunity that exists at present for graduates of the government nautical school who obtain licenses from the steamboat inspectors...

Non Licensed Officers.

They serve from one to two months in that capacity, observing the navigation of the ship and assisting in all the ship's business at sea and in port.

The schools are not restricted, however, to preparing men for their first licenses. Two graduates of the Portland school have obtained unlimited master's licenses...

Opportunity is Great

There are 18 men at the school at present, and we expect to graduate four this week, so the school is in no way to be depleted.

"I noticed a letter by an old seaman not long ago in one of the city papers, warning water rather skeptical of the value of these schools."

"I am told by local representatives of the shipping board that seven steel ships will be completed in Portland yards in the next 19 weeks...

Scarcity is Expected

The extermination of all flies is the aim of two British physicians who are experimenting with parasite that kills the insects.

The Welcome Guest

Has a Good Stomach

Not What You Eat but What You Digest Tells the Story. Eat Anything if You Follow With a Sturtz's Dyspepsia Tablet.

The Man or Woman Who Can Eat Heartily and Not Fade Away is the Welcome Guest Anywhere.

Many people just hate to eat in company. They prefer to crawl into some by-place for a dyspeptic's plate of molly cod.

Some stomachs can't digest even a glass of milk. So they simply keep on feeding dyspepsia and get gas, water brash, sour risings and so on that the better informed and hearty eaters entirely avoid.

Many physicians prescribe them for stomach troubles and digestive disorders. They are sold at every drug store, everywhere, price 50 cents a box.

Ask your druggist more about them—Adv.

TO CONDUCT "SMILEAGE" DRIVE



Top—T. J. Swivel and C. A. Wolfgang, "colonels" of "Smileage Book" selling teams.

Under the auspices of the Portland Rotary club, the "Smileage Book" campaign will open in Portland and Oregon tomorrow with authority to continue until Thursday.

John C. English, general chairman, believes, however, that the \$15,000 quota assigned to Portland and the \$200,000 to the state outside Portland will be secured before Wednesday evening.

"Smileage books" are coupon books containing tickets of admission to "Liberty theatres" built by the government within army camps and cantonments.

Each ticket has a face value of 5 cents and the maximum admission price to a performance in a Liberty theatre is 25 cents.

There are 18 men at the school at present, and we expect to graduate four this week, so the school is in no way to be depleted.

Boat Traffic Survey to Show What Can Be Done

Harold A. Rands, Engineer for Port of Portland, Will Gather Data of Freight Possibilities With View to Interesting Private Capital.

Water transportation between Portland and upper Columbia river points will be aided by the traffic survey to be undertaken by Harold A. Rands, civil engineer, on behalf of Port of Portland commission.

That an essential in developing water transportation on the Columbia will be the building of a bridge near Astoria, as Mr. Rands has said.

"Whenever a railroad corporation contemplates building into a new region the first thing through its board of directors is to send out agents to study and report on the resources and prospective tonnage, and to determine to what extent traffic may be developed through new agriculture and brush near to market, through new forest or mineral areas tapped, or through new industries that may be established.

"Not only this, but the railroad corporation oftentimes will attempt to interest the residents through whose neighborhoods, towns and cities the new line is to pass. This is one to the end, not only that these communities, through the taking of stock and the donating of rights-of-way, may aid materially in the constructing of the road, but that they may have more than a passive interest in the success of the line when once it begins to operate.

"The Port of Portland is a great corporation. Every person who pays taxes within the district is a stockholder, and of this corporation the Port of Portland commission is the board of directors.

"Under the extension of powers granted at the last session of the legislature, the port may acquire, purchase, charter, own, employ, operate, and maintain steamboats, and under the broad provisions of this act the commission might at once call upon the stockholders, that is the taxpayers public, through an election, for funds to buy a new service on the upper Columbia and Snake river, or for that matter to ports beyond the sea. Such, however, would not be a wise policy.

"The commission is fortunate at this time in having the benefit of the very excellent report prepared in 1915 by F. C. Schubert, engineer under the war department in charge of the construction of the Celilo canal, and connected with Columbia river improvements for the past 17 years.

"The report shows that warehouse and freight handling facilities along the upper Columbia and the Snake are so meager as almost to be called nonexistent; that the roads from the producing country in many cases do not reach the river at all, but terminate at the railroad tracks which parallel the river on both the south and north banks over a considerable portion of the stretch under investigation.

"The secretary requested the governor of Texas to close certain places near camps in that state.

Ivan Stewart to Represent O. A. C.

Oregon Agricultural College, Corvallis, Feb. 16—Ivan Stewart of Salem, orator of the freshman class last year, and a member of the newly installed Sigma Phi Epsilon fraternity, was scope of honor of representing this institution in the state oratorical contest by virtue of taking first honors in the trout here last Wednesday evening.

The graphic account of the tragedy of Belgium by Grand Whittaker, United States minister to Belgium, in The Sunday Journal.

SALMON SHIPS IN RIVER PREPARING FOR ALASKA TRIP

Bark St. Nicholas to Enter Portland Dry Dock This Week to Undergo Repairs.

FLEET WILL DEPART EARLY

Great Impetus Given Salmon Industry by Increased Demand for Sea Food.

Alaska salmon packers in the river will make an early start for the north this season. Arrangements for outfitting the ships and repairing them for the arduous task on the shores and in the rivers of Alaska.

The bark St. Nicholas of the Columbia River Packers' association will leave her winter moorings at Astoria the first of this week for Portland to enter the Port of Portland drydock. Her fleet mate, the bark Revere, also moored at Astoria, may come later but her bottom, being copper covered, is said to be in good condition.

Other packers in the river are those of the Alaska-Portland Packers' association. They are the barks Berlin and Levi Burgess. They are in winter quarters at Gobie.

With the government urging a greater consumption of fish in the interest of food conservation, a great impetus has been given to the salmon industry and packers are hoping for a good season.

The season's first trip to Alaska, by the packers of the Alaska-Portland and Columbia River associations were considered good.

LICENSED FOR HONOLULU TRADE

Pacific Mail and Toyo Kisen Kaisha Given Blanket License.

San Francisco, Feb. 16.—(I. N. S.)—Walter Scammell's schooner Amy Turner, which was sunk in Lyttelton, N. Z., harbor in December, is overcome a fire, was raised Thursday. Scammell said he gives credit for the sinking and salvaging of the vessel, which saved her, to Captain Bennett, in command of the schooner.

The Toyo Kisen Kaisha and the Pacific Mail yesterday were granted blanket licenses to carry passengers between this port and Honolulu until further notice. Honolulu, under the coastwise law, is considered a coast port, and vessels under foreign flags were not permitted to carry cargo and passengers between coastwise ports.

The steam schooner Columbia, which was purchased by the shipping board and turned over to the Matson Navigation company, has been taken off the Honolulu run, so that the shipping board is to send the Columbia to the Atlantic Coast.

AL-KI CARGO MAY BE SALVAGED

Aberdeen Man Purchases Wreck of Steamer Lost in November.

Aberdeen, Wash., Feb. 16.—It is planned that William Rosenkrantz of the Pacific Junk company has made for salvaging the cargo, engines and bulk of the steamer Al-Ki, wrecked on the coast of Alaska in November, succeed, he will make money.

Rosenkrantz has returned from Alaska, where he organized a company to buy the principal wreckage of the steamer and her cargo, which he will attempt to salvage. The ship and her cargo cost him \$35,000, and if he is able to make the salvage the profit will run to \$200,000.

The Al-Ki lies in nine feet of water at high tide. She draws 12 feet of water. After the cargo is removed Rosenkrantz hopes to float her by the use of lighters.

HEAVY CARGO FOR ROSE CITY Steamer for San Francisco Not to Sail Until 5 o'Clock.

Due to heavy offerings of freight, the steamer Rose City will not get away for San Francisco until 5 o'clock Sunday afternoon. The schedule time is 3 o'clock. Passengers holding reservations will therefore have two hours longer to say "goodbye."

The Rose City will be delayed not only by the large cargo of outward bound freight, but her cargo on the way up was unusually heavy and it took longer than had been calculated to unload it.

News of the Port

Breakwater, Arrivals February 16 from San Francisco, passengers and freight. Breeze, American steamer, from San Pedro and San Francisco, passengers and freight.

Departures February 16 Santa Barbara, American steamer, for St. Louis, 10 a. m. Albatross, American steamer, for Galveston, 10 a. m.

MARINE ALMANAC Weather at River's Mouth North Head, Feb. 16.—Conditions at the mouth of river, 10 a. m. Sun Record for February 16 Sun rises 7:09 a. m.; sets 4:41 p. m. Tides at Astoria Monday

High Water, feet 0-0.4 Low Water, feet 7-4.8 p. m., 5.8 feet 1:35 p. m., 0.6 feet 7:48 p. m.

DAILY RIVER READINGS STATIONS. Columbia (at mouth) 10 6.3 0.1 0.61 Eugene 10 6.3 0.1 0.61 Albany 10 6.3 0.1 0.61 Oregon City 12 8.3 0.1 0.86 Portland 10 6.3 0.1 0.61

RIVER FORECAST The Willamette river at Portland will remain nearly stationary during the next two or three days.

AT NEIGHBORING PORTS Astoria, Feb. 16.—Left up at 11 a. m. schooner Commodore and barkentine James Turin. Sailed at 10 a. m. Steamer Albatross, barkentine No. 93, for San Francisco.

Francisco, Arrived at 10 and left up at 1:15 p. m. Steamer Breakwater, from San Pedro and San Francisco.

San Francisco, Feb. 16.—Arrived: Tanager from Astoria, 10:45 a. m.; Henry J. Riddle, Nanaimo, via Neah Bay, with large Aspacum in tow, 4:45 a. m.; Mahon, Seattle, 4:45 a. m.; Albion, 7:15 a. m.; Yale, Los Angeles, 7:55 a. m.; City of Topeka, Bureka, 10:05 a. m.; Sausalito, 10:50 a. m.; Sea Eagle, Port Angeles, 11:30 a. m.; Columbia, 11:30 a. m.; Washington, Bureka, 2:45 p. m.; Admiral Watson, Seattle, 9:30 a. m.; Katherine, Bureka, 9:30 a. m.; Columbia, 11:30 a. m.; Vanguard, Bureka, 4:10 p. m.; bound for Los Angeles, 11:30 a. m.; Columbia, 11:30 a. m.; Sequoia, Bureka, 4:45 p. m.

Sailed: Tag Araba, for Monterey with large cargo, 11:30 a. m.; Steamer Albatross, with large cargo, 11:30 a. m.; Steamer Albatross, with large cargo, 11:30 a. m.; Steamer Albatross, with large cargo, 11:30 a. m.

San Francisco, Feb. 16.—(I. N. S.)—Arrived February 15: Admiral Schley, Los Angeles, 10:45 a. m.; Daisy Putnam, Los Angeles, 3:15 p. m.; John P. Jones, Astoria, 11:20 a. m.; Beaver, Los Angeles, 11:35 a. m.; Admiral Dewey, Los Angeles, 11:35 a. m.; Columbia, 11:30 a. m.; Amusan, Columbia river, 3:40 p. m.; Sea Foam, Mendocino, 4:55 p. m.; Whittier, Port San Luis.

Sailed: Steamer Alaska, for southwestern Alaskan ports, at 9:50 a. m.; Steamer Jefferson, for Astoria, 11:30 a. m.; Steamer D. G. Scofield, for San Francisco, at 8:10 a. m.; Steamer Columbia, for Astoria, 11:30 a. m.; Steamer Albatross, for Astoria, 11:30 a. m.; Steamer Albatross, for Astoria, 11:30 a. m.

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UN-RETTED FLAX WILL MAKE FINE LINEN PRODUCTS

State Treasurer Kay Submits to Chamber of Commerce Report of Investigation Made.

WILL BE HEARD MONDAY

Recommends Result of Month's Operation of Starling Process Be Basis for Action.

Favorable report on the Starling process of spinning linen yarns from unretted flax has been made to the Portland Chamber of Commerce by State Treasurer Thomas B. Kay, who recently made a thorough investigation of the process in North Tonawanda, N. Y., where the factory of the inventor, J. Sydney Starling, is located.

He will address the Chamber of Commerce Monday noon on the subject. "After having made a thorough investigation of Mr. Starling's system of manufacturing flax and having interviewed many other people, most of whom oppose him, still I am of the opinion that Mr. Starling's system of manufacturing yarns suitable for weaving into fabrics from unretted flax straw," says Mr. Kay as the conclusion to a formal report in which he relates his experience.

"Further, the chemicals which he uses in degumming and bleaching are not injurious to the yarn in any way, and, further, that his methods are not expensive."

Starling Factory Is to Operate "However, before such a manufacturing plant should be established on the Pacific Coast, Mr. Starling ought to demonstrate beyond question his claims to the effect that he can manufacture this yarn in quantities and at prices which will pay."

"Since arriving home I have received a letter from Mr. Starling to the effect that his board of directors met January 25, when resolutions of confidence in him were voted, and that it was decided to go right ahead with the manufacture of both yarns and mattress material; the extent of either or both will depend solely upon the amount of flax straw now obtainable; that they have already commenced the purchase of everything in sight, regardless of quality so long as it is sound, and that the firm will operate two shifts of workmen if raw material is available."

Great Promise of Flax Industry "Now, personally, I am of the opinion that Mr. Starling can manufacture yarn suitable for fabrics in paying quantities, but inasmuch as Mr. Starling expects now to operate his plant, I think it advisable to await the result of a month's operation before taking the matter up in Oregon. In case he demonstrates, however, that he can manufacture these yarns as he claims, I think his method would be the best to establish in Oregon, and that from such a plant would soon work into the manufacture of high grades of linen products and develop an industry in this state which bids fair to become one of our most profitable industries, both from a standpoint of raising raw ma-

terial and of giving employment to people in manufacturing plants.

Yarns not injured by Process Mr. Kay says that Mr. Ransom, president of Lookport Textile company, large manufacturers of toweling, gave his testimony in favor of the Starling process and declared that Oregon flax fiber is as good as can be produced anywhere on this continent.

J. J. Aldred, owner of the Niagara Textile company plants and recognized, says Mr. Kay, as one of the most expert practical manufacturers in the east, said that he had manufactured the Starling yarns into fabrics several years ago and that the material was still as strong as when he first received it.

Machinery Does All the Work In the presence of Mr. Kay and Mr. Aldred, Mr. Starling operated his North Tonawanda plant, commencing the demonstration by opening a bale of flax straw just as it came from the farmer, and in his presence put it through the various machinery used in the present process into yarn, samples of which I have. He first threshed it in a machine which he has built and patented, then put it through the brakes, through a lapping machine, which he had invented and patented, through various preparing or drawing machines, through a comb, which is the kind used in woolen mills, then after running it through various other drawing machines, it was spun a part of the yarn being treated by a chemical process which degums and bleaches it, and was then spun without any chemical treatment whatever. After these yarns were finished, Mr. Aldred, who was with me, made an examination and stated to Mr. Starling that he would be glad to purchase 100,000 pounds at 95 cents a pound, the present market price."

Some Doubtful as to Process Mr. Kay says he found the Starling plant had not been operated much during the past four years, due to litigation. Among those who were doubtful of the feasibility of the Starling process were Robert Andrews, who represents yarn manufacturers in Ireland and Scotland, and Hughes & Hays, an importer of linens, both of whom Mr. Kay called upon.

He found on visiting Washington that the government has practically made its plans to provide airplane fabric from sea island cotton, and would not be predisposed to locating a factory in Oregon for the manufacture of linen airplane wing material.

Knights Are to Be Hosts to Soldiers

Ballroom and Assembly Hall at Multnomah Hotel Will Be Scene of Entertainment for Nation's Defenders.

One of the patriotic events of the coming week will be the entertainment given by the Knights of Columbus for the soldiers at the ballroom and assembly hall of the Multnomah hotel next Saturday night. Invitations have been sent to the men at the Vancouver barracks and to all the soldiers in this vicinity. It is the intention of the Knights to make this occasion as enjoyable as possible for the men in the service and a varied program has been prepared.

Milton A. Miller, collector of internal revenue, has been engaged as the speaker of the evening. Songs will be given by Mrs. Lulu Dahl Miller, contralto; Mrs. Raymond A. Sullivan, dramatic soprano, and Otto Wedemeyer, baritone. Mrs. Warren E. Thomas will be accompanist. An orchestra has been engaged to play patriotic airs and to furnish other music.

It was originally planned to hold this celebration on Washington's birthday, but the committee decided to hold it on Saturday evening instead so as not to conflict with other entertainments.

No admission will be charged and all men in the service and their friends are invited by the Knights.

The graphic account of the tragedy of Belgium by Grand Whittaker, United States minister to Belgium, in The Sunday Journal.

FIBER SHIPMENT SHOWS HANDSOME RETURN ON FLAX

Carload of Flax Fiber and Tow Will Bring Return of \$16,265.73.

CRAWFORD ESTIMATE CLOSE

More Than Eighty Tons of Flax Straw and Also Tow Is Still on Hand.

Salem, Or., Feb. 16.—The contention of Governor Withycombe, announced when he discharged Robert Crawford from the state penitentiary, that Crawford had not made a financial success of the flax business, was disproved today when a carload of flax fiber and tow was shipped to a Philadelphia firm.

In the car were 26,192 pounds of fiber, sold for 57 1/2 cents a pound, or a total of \$15,060.58; 4819 pounds of No. 1 fine tow, sold for 25 cents a pound, or a total of \$1204.75. Besides 500 pounds of fine tow and 283 pounds of fiber which was below sample and on which the price has not yet been fixed.

Entirely From 1916 Crop This flax product is entirely from the 1916 crop which was harvested and retted by Crawford, the two important processes in connection with flax production, and since his discharge has been put through the scutching machines and baled for market.

The state records show that there is now in the flax fund a balance of \$7993, with all claims paid. From the proceeds of the 1916 crop the state will receive \$16,265.73, plus the amount that may be received from the 1909 pounds for which the price was not listed. This makes a total of \$24,258. Out of this fund the state will receive the \$10,553 advanced by the last legislature to pull the business out of the hole into which it had been plunged by J. C. Cady, former flax manager, and who was succeeded by Crawford. This will leave a net balance of \$13,705.

Eighty Tons Straw on Hand In addition to this more than 80 tons of flax straw from the 1916 crop, which Crawford did not ret last season, is still on hand at the prison. Also tow, for which the state is offered \$4750, is ready for market and stored in a warehouse in Salem. And in addition to all this there is on hand the seed harvested from the 1917 crop, and all the straw from the 1917 crop yet to be worked up.

Crawford estimated that he would make a profit of \$20,000, and present figures indicate that this estimate is conservative. Yet when the governor discharged him he declared that Crawford had not made a profit and refused to pay him the \$800 bonus which his agreement provided for if he made a profit. The governor offered to pay half of the bonus.

The suit brought by Crawford to compel the governor to approve his claim for the \$800 is now before the Marion county circuit court.

The graphic account of the tragedy of Belgium by Grand Whittaker, United States minister to Belgium, in The Sunday Journal.

Advertisement for Cascarets Candy Cathartic. The price of the world-famous "Cascarets," the harmless Candy Cathartic for men, women and children, remains as always, 10c a box. Why pay more for your family laxative? There is nothing better to tone the Liver and cleanse the Bowels when head-achy, Bilious, Sick or Constipated. For a sour, upset Stomach, for Colds, Dizziness, Dyspepsia, Sallowiness, remember a "Cascaret" at night straightens you up by morning. Never gripe or sicken. Any drug store.