

SUBSCRIPTION IN OREGON MADE BY ONE IN EACH 4.38

Total Who Participated in Third Liberty Loan Reaches 153,320 Persons.

AMOUNT NOW \$27,398,350

Remarkable Growth of Patriotism Is Shown by Comparison to Three Loans.

Reports received at Liberty loan headquarters Saturday bring the total number of subscribers for Oregon to 153,320, or one subscriber for every 4.38 inhabitants in the state. Of this number 47,466 belong to Portland and 85,854 to the state outside. The proportion of subscriptions to the population is extremely gratifying. In view of the fact that the national campaign managers set their goal at one subscriber in each six inhabitants of the country.

The total amount of money subscribed in Oregon during the third Liberty loan campaign is \$27,398,350, of which Portland is credited with \$14,986,850 and the state outside \$12,411,500. There are still a few banks in the state which have not made complete returns and there is hope that final reports will bring the total up to \$27,500,000.

Patriotism's Growth Shown
Comparison of the results of the third Liberty loan with those of the two previous loans shows a remarkable development in the spirit of patriotism among the people of Oregon. There were 16,719 subscribers to the first Liberty loan in Oregon; 57,314 to the second and 153,320 to the third, making a grand total of 257,349 subscriptions to the three Liberty loans in the state. In the first loan Portland subscribers numbered 2258 and those in the balance of the state 7477; in the second loan Portland 24,098 and the state outside 23,218.

Oregon's total subscriptions to the first Liberty loan amounted to \$11,802,290, of which Portland contributed \$8,269,700 and the state outside \$3,532,590. In the second loan total subscriptions amounted to \$25,198,550, Portland's portion being \$12,522,840 and that of the balance of the state \$12,675,710. The grand total in subscriptions from Oregon for the three loans is \$64,299,590, of which \$36,899,490 is credited to Portland and \$27,398,350 to the state outside.

Bond Resales Reported
Instructions received Saturday direct State Campaign Manager Robert E. Smith to maintain permanent headquarters in Portland, preparatory to future Liberty loans. Offices will remain in the Northwestern National Bank building.

Records of the third Liberty campaign will be of invaluable assistance to workers in subsequent loans, say officials of the last big drive. It is also planned to inaugurate a campaign of education in patriotism which will not only be of assistance in future Liberty loans, but remain a permanent national asset after the war.

That educational work along patriotic lines is necessary is evidenced by the fact that, during the first week after the close of the third Liberty loan, bonds of that issue were offered in considerable numbers by their recent purchasers to security dealers in Portland. Similar conditions followed the first and second loans, bringing the market price of bonds of these issues considerably below par and hindering the placing of future issues by the government.

FRENCH AWAKENED BY GREAT MOBILIZATION OF AMERICAN TROOPS

Peaceful Little Villages Greet the Marching Sammys on April Morning.

By Fred S. Ferguson
A United Press correspondent, with the American army in the field, April 14.—(U. P.)—By Mail.—On a certain morning in April the people of the peaceful little French village in the valley were awakened by the steady tread of marching feet.

Wagons rumbled through the narrow, crooked streets. The ringed wheels' hoofs against the cobblestones and the steady scrape of men's hobnailed shoes brought faces bobbing from every window.

Dogs rushed into the street, barking wildly at first, but soon wagging their tails in greeting to the marching men. Children stood in open-eyed wonder for a moment; then scurried this way and that, with the story that swept the valley:

"Americans! Americans! Americans!"

It was the arrival of the first American troops who were to take place in the battle line of nations in their mobilization area. For two days they had been riding on crowded troop trains. They had ridden in little freight cars, bedded with straw and marked "Civilians—20 Hommes."

They had crawled from their trains in the dead of night and had marched miles after miles through the valley to their various little villages.

Your soldier's heart gives to sentiment and now he didn't give much thought to the idea that he was about to write a new page in American history. The big idea was—he was headed for a scrap. Trench warfare was getting irksome and here he was, out in the open again and headed for a scrap.

TO HOLDERS OF LIBERTY BONDS
Use Your LIBERTY BOND COUPONS For the Purchase of WAR SAVINGS STAMPS
Your Interest Will Earn Interest and Keep at Work for the Nation
W. S. S.
War Savings Stamps Issued by the UNITED STATES GOVERNMENT

FIRST OREGON-MADE CARS ARE LAUNCHED



Portland Business Men Celebrate New Kind of "Oregon First" in East Side Yards.

The first 25 railroad cars for transcontinental service ever built in Portland by a private concern were started on their way, fully equipped, Saturday afternoon, from the plant of the Pacific Car & Foundry company at East Sixtieth, near Gilaan street.

Each went out under an American flag as Portland's initial contribution to the relief of the nation's transportation emergency.

Before January 1, this year, \$6,000,000 worth of freight cars for transcontinental service will be built for the government by the same plant.

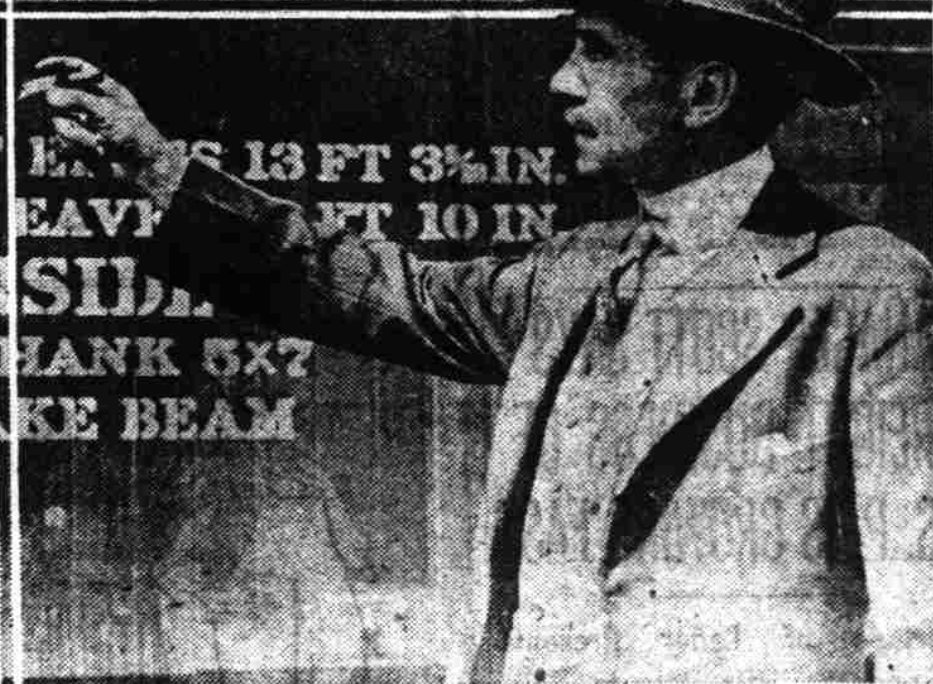
The working force will be increased to 800 men, and plant and equipment will be proportionately enlarged.

Big box freight cars will be built here at a rate of 16 or 17 a day.

New "Oregon First" Record
Portland's business leaders and railroad heads celebrated the starting of the cars with the same definition of the significance of the event as attended the launching of the first ship into the Willamette.

Perhaps more so, for it was a new kind of "Oregon First" record. In an informal program of addresses, William F. Woodward represented the Chamber of Commerce, and Arthur C. Spencer, general attorney, spoke in behalf of the O-W. R. & N. railroad which placed the first Portland order for 400 cars. O. D. Colvin, vice president, and T. G. Haywood, manager, represented the Pacific Car & Foundry company. William Piggott of Seattle is president of the company.

In addition to the cars ordered by the



Group of Portland business and railroad men inspecting first freight cars built here by a private concern for transcontinental service. "We used Douglas fir in the construction of these cars," said T. G. Haywood, manager of the Pacific Car & Foundry company.

Union Pacific system, the company will build 300 cars for the Southern Pacific. It has a government contract for 2000 cars which will cost \$3000 apiece.

The government contract was taken by the builders on the patriotic 5 per cent profit basis.

Entirely a Northwest Product
The business men who attended the "launching" of the freight cars were keenly interested in the facts of their construction. The cars are entirely a Northwest product. The woodwork consists of Douglas fir and Oregon oak. The metal parts from couplings to wheels are cast in the Northwest.

Opportunity was afforded in advance of the program to go through the plant and watch the assembling of materials and the swift methods of building. Fir and oak and metal were brought together by 200 workmen and fashioned rapidly in order that the whole might go out, carriers answering the country's insistent call.

"We hope and expect that this will be a permanent industry," said T. G. Hay-

wood, manager of the plant, under whose direction the cars are being built.

"Portland has many exceptional advantages as a car building center. We believe that a car and foundry concern here can build cars as satisfactorily to its patrons and as profitably to itself as anywhere else in the country."

VICTORY OF BRITISH PREMIER MEANS UNITY FOR WAR OPERATIONS

Government at Washington Sees Good Augury for Future Operations Against the Huns.

Washington, May 13.—(I. N. S.)—Unity of command has been established on the west front beyond possibility of change. Allied officers on duty here thus interpret the success of the British prime minister, Lloyd George, in the parliamentary crisis of Thursday.

Consequently they look upon the result of the German drive with more confidence than ever. They admit that the German still has a terrible preponderance of force which he can concentrate, but they declare that the re-organization of General Maurice, the one man high in allied circles who ventured to criticize General Foch's hands are free and that he can move with the requisite swiftness and power when the time comes for him to meet the renewed offensive.

British officers admit that the Maurice eussions may possibly be traceable to the same sentiment in British army circles which for two years has fought shy of the term "generalissimo." Consequently there is a general feeling of relief over the definite stand against the "emperor" so decisively registered by the house of commons vote against an investigation of the Maurice charges.

The allies have felt all along that the Lloyd George government as a whole is substantially and wholeheartedly back of unity of command. The events of Thursday now convince them that the British people are in agreement that the German government, and soldiers here say that the vote will be of inestimable value in boosting the morale of the troops soon to go through a new and dreadful trial of tenacity and courage.

Rene Fonck, Daring Aviator, Decorated

London, May 13.—(I. N. S.)—Lieutenant Rene Fonck, the French aviator who brought down six German machines last Thursday, has been decorated with the insignia of the Legion of Honor. The lieutenant Fonck fired only 52 rounds of ammunition from his machine gun in winning his victories.

Two Companies Decorated
Paris, May 13.—(U. P.)—A member of the American front two companies of Americans were decorated Sunday with the Croix de Guerre in recognition of their success in April in repulsing a German attack.

The enemy had succeeded in penetrating the front line by wearing French uniforms. In the subsequent fight the Germans lost 60 killed and some prisoners.

ACTION ON COOS ROAD GRANT DUE

House Expected to Pass the Bill Without Change; Coos and Douglas to Benefit.

Washington, May 13.—(WASHINGTON BUREAU OF THE JOURNAL.)—The house committee on public lands is expected with little delay to report the bill prepared by its subcommittee for settlement of the Coos bay wagon road grant, and this means that the bill will in all probability pass the house without change.

The decision to grant 25 per cent of the proceeds from sales of the lands and timber to the counties of Coos and Douglas, turning the other 75 per cent into the federal treasury, had been accurately forecast from the trend of earlier events. When ex-Governor West, Senator Chamberlain and Representatives Sinnott and Hawley appeared before the subcommittee a few weeks ago and pleaded for more liberal treatment for Oregon their work was recognized as a forlorn hope.

The view of the committee was that the government's share should be increased over the terms of the law dealing with the Oregon and California grant because of the greater proportionate expense in re-vesting titles. By the terms of the bill the government will be called upon at once to pay \$232,000 to the Southern Oregon company and more than \$400,000 in taxes.

The tax payment, it is understood, will include penalties and interest. The terms of the bill are not so specific on that point as the Oregon delegation desires, but similar language in the O-

& C. act was construed to cover full tax payments, after becoming a subject of controversy in the department of the interior.

The 25 per cent of the proceeds to be paid to the counties will be apportioned to county funds for schools, roads and port districts in the discretion of the county courts.

Fixed Price for Substitutes Wanted
Washington, May 13.—Submitting to the senate resolutions of the Seattle metal trades council and central labor council calling attention to the cost of wheat substitutes, Senator Jones of Washington, said he considered this a "serious question," and the people are beginning to ask many questions about the reasons for not extending control over the substitutes.

Senator Pomerene of Ohio said he thought the food administration should not "delay an hour" in fixing the prices of substitutes for wheat. He said he had noticed that as soon as the use of a substitute is urged, the price of the substitute rises beyond the price of the other commodity.

This led Senator Gronna of North Dakota into a long dissertation against price fixing in general. He is still an adherent of the law of supply and demand, which he believes would give the Dakota wheat farmer more than he now receives for wheat.

Pioneer Woodburn Woman Is Buried

Woodburn, May 13.—The funeral of Mrs. Margaret Headrick Baughman, 74 years old, was largely attended here Sunday afternoon, services being held in the Methodist church. Mrs. Baughman, who died early Saturday morning, was the wife of J. H. Baughman. They lived for many years on Howell prairie and have been well known pioneer residents of the district.

Interment was at Belle Pass cemetery.

OBSERVE TREATY, IS BOLSHIEVİK PLEA

Note Sent to Berlin Says Russian Masses Restless From Hun Propaganda.

London, May 13.—(I. N. S.)—The Bolshevik foreign secretary, M. Tschitcherin, in an official note sent to Berlin, begs the German government to cease every kind of hostility and to observe the treaty of Brest-Litovsk, asserting that the unrest among the Russian masses is due to the German penetration.

The note declares that the Russian Black sea fleet has been removed from Sebastopol into the harbor of Novorossysk, and that it is therefore impossible for it to attack the German warships. Count von Mirbach, the German ambassador, the note adds, asserted that the menace of such an attack necessitated the capture of Novorossysk. M. Tschitcherin insists upon the importance of the pacification of the Russians and concludes:

"Our arguments will not appease the masses if Germany's action conflicts with those arguments."

Novorossysk is the capital of the territory of Don Cossacks. It lies on the Don, 25 miles northeast of Rostov.

Aviatix Postpones Trip
Chicago, May 13.—(U. P.)—Katherine Rittson, aviatix, indefinitely postponed today her Chicago-New York mail carrying flight. Unfavorable weather was the reason given.

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| STANFIELD | HIS OPPONENT |
| Born in Oregon. | Born in Oregon. |
| Farm boy. | Appointed by brother deputy County Recorder. |
| On the range, supporting widowed mother and family. | Appointed clerk in office of District Attorney by Democrat. |
| Trading in a few sheep. Studying sheep problem. | Appointed deputy District Attorney by brother. Practicing law and politics. |
| Reorganizing sheep industry of Oregon. | Appointed to Supreme Bench by a Democratic Governor. |
| Markets first Oregon mutton in Chicago. Trainload. | Defeated for Republican nomination for Supreme Judge. Four were nominated—he ran fifth. |
| Elected three times to Legislature as Republican. Speaker of House, 1917 Session. | Corporation Lawyer at Salem, Oregon for Portland Railway, Light & Power Co. and others. |
| Instrumental in making Portland second largest grease wool depot in United States. | Applicant for appointment on Supreme Bench. Republican Governor declines to make appointment. |
| Largest individual wool grower in America. | Appointed to United States Senate by Republican Governor. Is in combination which is trying to defeat Republican who gave him the appointment. |
| Has employed 20,000 men. | Has employed a few office stenographers. |
| Has helped the tax roll. | Has been persistent taxpayer. |
| Always 100 per cent Republican. | A Demo-Rep, 50-50 per cent. |
- (Stanfield Senatorial League, 203 Northwestern Bank Building, Portland, Oregon.)
(Paid Advertisement.)

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Patton's Sunproof Paints; all colors. Gallon . . . \$2.75
ALL COLORS IN OIL AT 30% BELOW THE REGULAR PRICE!
All kinds of Varnish, Varnish Stains, White Enamel, Brushes and Floor Paint offered at Simon's Bargain Prices!
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Men's Fine Silk Golf Shirts; values to \$3.98 for only \$2.98
Men's fine Lisle Hose; regular 35c values for only 29c
Men's Athletic Union Suits; fine grade nainsook; special 59c
Men's Belbriggan Union Suits; good grade; regular \$1.25 for 85c
WORK GLOVES 39c to \$2.50
WORK SUSPENDERS—regular 50c for 35c

Georgette Crepe Waists Only \$4.98
The daintiest of waists in flesh and ivory, embroidered in colors; either satin or plain crepe collars. An attractive \$4.98 special at \$4.98

Muslin Gowns 65c
Well finished, and cut very full; trimmed with embroidery and finished with ribbons. You will want two or three of these at 65c

New Voile Waists \$1.29
The newest of styles in handsome voiles, with large embroidered collars, lace trimmed; some of them have the new striped silk wash collars in novelty and colors. Very special at \$1.29

New Corsets \$1.19
Wonderful value in a splendid dress corset; medium bust; full, long hip; well made of heavy coutil; embroidered trim. \$1.19

Our Hardware Department

offers real opportunities to save in the purchase of tools, garden and lawn equipment and household conveniences. Read these:

Garden Wheelbarrows only . . . \$5	Gopher and Mole Traps, 25c up
Rubber Garden Hose, 3/4-inch; 50 feet for \$5.85	Galvanized Poultry Drinking Fountains, 1 gal. 45c, 2 gal. 65c
Rubber Garden Hose, 1/2-inch; 50 feet for \$4.85	
Garden Hand Cultivators only \$5	
Steel Garden Hoes only 50c	
Steel Garden Rakes only 80c	
Poultry Netting, 5 feet high; 150-foot roll \$5.25	

Graniteware
Scores of household and kitchen utensils at little prices. Visit this department—it pays.