

DAIRYMEN CLOSE ANNUAL SESSION

Officers Elected and Many Instructive Lectures Heard; Attendance Large.

Hillsboro, Jan. 16.—The twenty-seventh annual session of the Oregon State Dairymen's association adjourned Wednesday after electing the following officers for the ensuing year: A. E. Westcott, Banks, president; ex-Senator C. L. Hawley, McCoy, Polk county, first vice president; George A. Cressy, Hermiston, second vice president; P. M. Brandt, Corvallis, secretary-treasurer. A committee to attend the 1919 legislative session and foster legislation for the dairymen was appointed consisting of F. E. Lynn, Ferrydale; C. L. Hawley, McCoy; George W. Cressy, Hermiston; J. W. Hughes, Forest Grove, and Thomas Carmichael, Gaston.

R. L. Sabin of Portland Tuesday night addressed the convention on the commercial side of dairying, and E. C. Calloway, Portland's city chemist, delivered a lecture on the food value of dairy products as against substitutes. A resolution was afterwards passed instructing every dairymen to use all efforts in encouraging consumption of dairy products and to discountenance the sale of substitutes. The campaign is to be carried to the dealers throughout the state.

Dr. Sam B. Foster of Portland, with the United States department of agriculture, Wednesday told of government's plan to eradicate tuberculosis from the dairy herds. Thomas Carmichael, the Gaston breeder, talked of factors that contributed to the cost of milk production, and C. Dickson, a Speeds breeder, advocated the use of kals as a reducer of cost. Dr. B. T. Simms of the Oregon Agricultural college at Corvallis lectured in the afternoon on the methods to prevent and avoid abortions and to counteract sterility.

Several hundred dairymen from over the state have been in attendance, and many visited the big \$250,000 condenser. A party of dairymen visited the famous George Elserd's sanitary dairy farm and lunched at the place.

The Dalles Man Dies in Pendleton

The Dalles, Jan. 16.—Dan Zachary of this city died Monday at Pendleton, aged 35. He was born in Gilliam county but had been a resident of The Dalles since 1885. Forty years ago his health became impaired, due to an injury, and he had been receiving treatment at Pendleton. His brothers survive him as follows: Elmer Zachary of Coburg, Or.; Albert Zachary of Mabton, Wash.; Edworth Zachary of Dayton, Wash., and Ira and Willis Zachary, both of this city. The funeral was held Wednesday.

Shriners Have Banquet
The Arab Patrol of Al Kader Temple, Mystic Shriners, held a banquet Tuesday night at the Imperial hotel. Herman von Borstel was toastmaster. Imperial Potentate W. J. Hofmann, Captain William Davis and other Shriners spoke.

Washington Sends Bank Examiner in Pattison Inquiry

The attorney general's office at Washington has sent a special bank examiner to handle the investigation of the J. Al Pattison case, according to reports current in the federal circles today.

United States Attorney Haney declared that he did not know whether or not a special man had been sent, but he said that bank examiners of this state were working on the case.

Indications are that a number of other well known persons will be involved in the matter.

Pattison is being held in Multnomah county jail for alleged forgery of bills of lading involving between \$140,000 and \$150,000. His bail is \$50,000 and efforts of counsel representing Pattison to have the bail reduced have been unavailing. Pattison is well known locally as the head of the J. Al Pattison Lumber company.

Highway Work to Be Started Soon

Hood River, Jan. 16.—Engineer Scott, who is to supervise construction work on the Hood River-Mosier extension of the Columbia river highway for the state highway commission, states that he expects the Kern Contracting company of Portland to start work on the project within 14 days. A number of roadmen who formerly worked on the highway are appearing in Hood River, which will probably be the base of operations for the big project.

Hood River to Hold School for Farmers

Hood River, Jan. 16.—Some time during February the agricultural department of the high school here will hold a "farmers' week" during which a short course of instruction is to be given, the main object being to convince farmers of the merits of diversified farming to which this section, with its irrigation, is peculiarly adapted, but which, in the past, has been entirely neglected through the concentration of all effort on fruit production, principally apples.

Civil War Veteran Dies in Pendleton

The Dalles, Jan. 16.—News has been received of the death at Pendleton of Burton Thurston, a local veteran of the Civil war. He had been a resident of this city for more than 50 years and served at one time as city marshal. Mr. Thurston was a native of Illinois and enlisted September 8, 1861, in the Forty-seventh Illinois infantry, serving until the end of the war. He was unmarried and left no known relatives.

Wounded Soldier Coming
Forest Grove, Jan. 16.—Mr. and Mrs. E. E. Williams received a night letter a few nights ago from their son, Roy Williams, from Butte, Mont., saying he was on his way to Camp Lewis. Williams was wounded in France on November 1, and has been in a hospital in New Jersey convalescing.

CITY COUNCIL WILL DIAGNOSE AILMENTS OF MINISTER'S BARN

Complaints Made That Dr. Clarence True Wilson's Stable Is a Public Nuisance.

The city council Wednesday referred to the city attorney the problem of dealing with an old barn belonging to Dr. Clarence True Wilson at East Oak and Thirtieth streets.

Neighbors have protested that the barn is a nuisance and should be abated. A permit has been given to repair it by the department of public works. This permit has been held up for the time being.

Commissioner Barbur said that in the opinion of the department the council had no legal right to condemn the building as examination showed that it had not reached the requisite stage of deterioration.

As to its being a public nuisance, he said that was a matter which could not be decided until after a showing had been made and it was so proved. The city engineer was requested to give an opinion as to the authority of the council to take drastic action and to report Friday.

A communication from Dr. Wilson said that he did not intend to use the building as a stable for horses and had not so used it for several years. He resented the interference of the city with his plans to repair.

John Wood, who owns adjoining property, is prepared to pay for the repair of the building for \$100 and he thought Dr. Wilson "was trying to put something over on the city and the neighborhood."

Competitive Test To Be Conducted For Federal Jobs

The United States civil service commission announces open competitive examinations as follows:

February 5, 1919, aide in paleobotany, for both men and women, in the division of paleontology, department of geology, United States National museum, Washington, D. C., at \$1200 a year.

February 5, 1919, specialist in household science and calorimetry, for women only, in the states relations service, department of agriculture, Washington, D. C., at \$2400 to \$1800 a year.

February 6-8, 1919, assistant curator, for men only, in the department of geology, National museum, Washington, D. C., at \$1800 a year.

Further information and application forms may be obtained from John S. Howe, local secretary, board of United States civil service examiners, old Post-office building, Portland, Or.

Grade Established For Lost Lake Road

Hood River, Jan. 16.—The Hood River County Game Protective association, by the efforts of which the county recently included in its budget an estimate of \$2700, which is to be used on construction work on the Lost Lake road, has passed a resolution that the projected road shall have a maximum grade of not more than 7 per cent. The association has also petitioned the forestry department to make early provision for the continuation of this road through the forest reserve to the border of the lake.

When the road is completed it will be possible for tourists and residents to cover the distance from this city to the lake in less than two hours, and through country that is noted for scenic beauty.

LEUTENANT GIBBONS WRITES A BOOK ON DOUGLAS FIR LOGGING

Work of Engineer Now With Forces in France Published by U. S. Government.

William H. Gibbons, forest examiner, formerly with the Portland office and now a lieutenant of the 10th engineers, who are logging in France, is the author of "Logging in the Douglas Fir Region," just published by the United States department of agriculture, which has brought together in systematic and usable form the bulk of information on Douglas fir logging costs.

The region with which the book is concerned is practically all of Oregon and Washington, west of the Cascade mountains, and a part of British Columbia. Douglas fir is one of the most important American woods, ranking second in the United States in point of production, and being surpassed as a structural timber. It ranks first among the commercial species of the country.

Other logging woods of commercial importance in the region are western red cedar, Sitka spruce, and western hemlock. The book takes up logging in general and goes into detail in the processes of felling and bucking, primary log transportation, loading, railroad transportation, railroad inclines, unloading, water transportation, general expenses and the total cost of logging at one operation.

Cost of camp maintenance, wages, log scaling, organization of logging crew, efficiency methods in every phase of operation, best kinds of machinery to use, accompanied by tables and illustrations, make the book of inestimable value to men in the lumber industry because of the vast amount of technical information collected. The greatest emphasis in the book is laid upon the costs of logging operations under different conditions and by different methods.

Child Labor Tax In Revenue Bill Upheld in House

Washington, Jan. 16.—The amendment to the revenue bill taxing the products of child labor was agreed to by the house conferees Wednesday and, therefore, remains in the bill.

It imposes a tax of 10 per cent on all products of mines or quarries in which children less than 16 years old are employed, or where children between the ages of 14 and 18 years are permitted to work more than eight hours a day or more than six days a week. The tax in addition to all other taxes such as establishment must pay under the other sections of the bill.

The child labor amendment was drafted by Senators Lenroot of Wisconsin and Kenyon of Iowa and is designed to take the place of the child labor laws which the supreme court recently declared unconstitutional.

Czecho-Slovak Boy Fought Bolshevists

San Francisco, Jan. 16.—Yan Makulich, an 8-year-old Czecho-Slovak boy, whose relatives have all been killed since Bolshevism became rampant in Siberia, and who himself was a soldier in the Czecho-Slovak army, arrived here Wednesday in the Shinyo Maru from Tokyo.

Professor and Mrs. C. Edmund Neil brought the boy across the Pacific and he will be turned over to the Y. M. C. A. Prominent Americans have promised to defray the cost of the boy's education in American schools. Yan was twice wounded while fighting the Bolshevists and bears a saber cut over one eye.

Federal Ownership Indorsed by Labor

Washington, Jan. 16.—(U. P.)—Government ownership of all public utilities is demanded by the American Federation of Labor in its program of reconstruction measures filed Wednesday with the senate committee on education and labor.

The child labor amendment was drafted by Senators Lenroot of Wisconsin and Kenyon of Iowa and is designed to take the place of the child labor laws which the supreme court recently declared unconstitutional.

Vast Wheat Stores Will Go to Mills

Chicago, Jan. 16.—(I. N. S.)—Vast stores of wheat, accumulated for export, will be released to mills in this country, the United States Grain corporation announced Wednesday. The wheat will be released at a price 12 cents higher than the basic price. This action means that the price recently bid as high as a premium of 35 and 40 cents above the price fixed by the government will be brought down to a 12 cent premium.

Eugene Farm Loan Association Active

Eugene, Jan. 16.—The First National Farm Loan association of Eugene has added 19 new members and made loans to the aggregate of \$25,250, according to the report made by Secretary W. A. Ayres, at the annual meeting of the association, held here Tuesday. The following officers were elected: President, F. H. Needham; vice president, C. L. Dunlap; secretary treasurer, W. A. Ayres; board of directors, J. E. Stout, route No. 2, Eugene; C. M. Emery, route No. 1; P. H. Needham, route No. 8; H. L. Edmundson, Goshen; O. K. Aldrich, Coburg; R. E. Brabham, route No. 1, Eugene; F. E. Chase, route No. 2; O. L. Dunlap, Junction City; T. G. Devaney, Elmira. Loan committee, R. E. Brabham, C. M. Emery and U. B. Kietzing.

Senate Democrats Drop Rail Problem

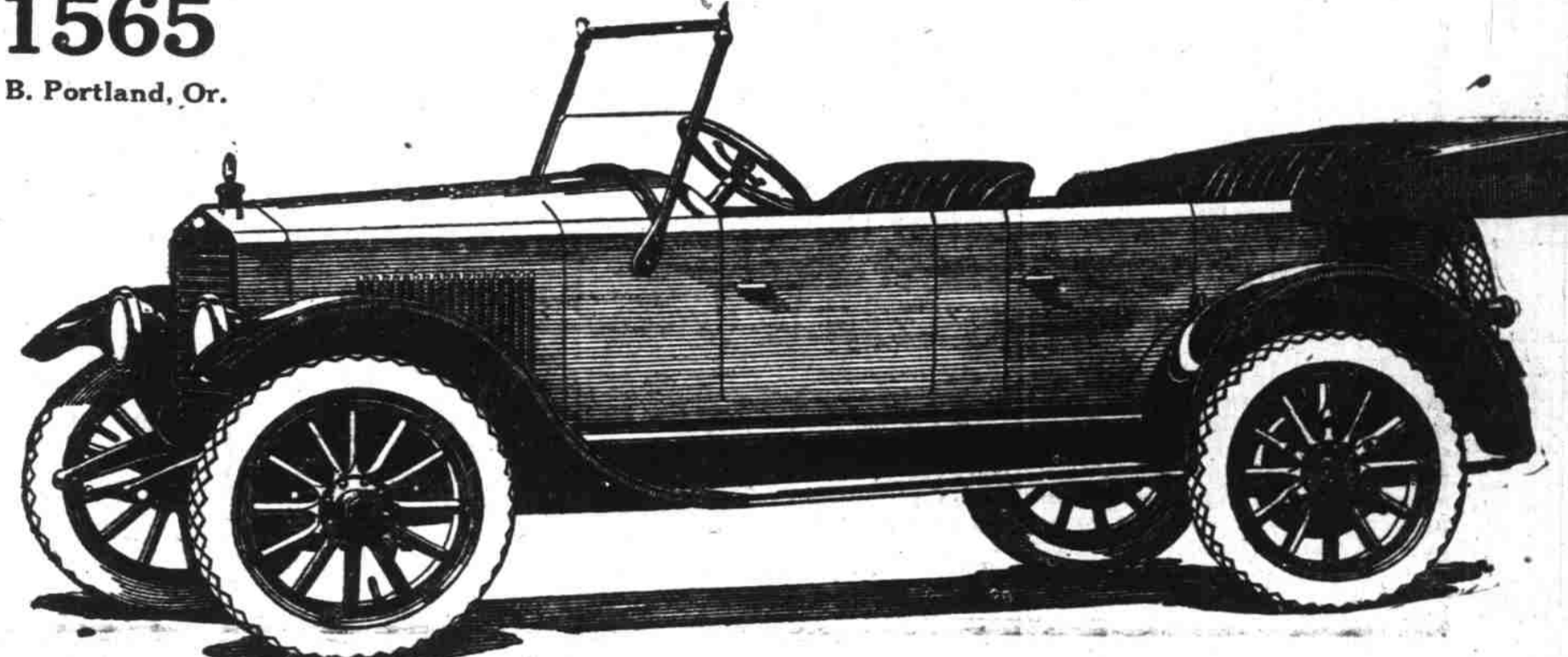
Washington, Jan. 16.—(U. P.)—Democratic senate leaders have decided the railroad problem must go over to the Republican congress. They have given up hope of framing and passing bills, disposing of the railroads before March 4. Republicans, however, will make an effort to prevent President Wilson turning the roads back before the 21 month period is up. Senator Cummins will introduce a resolution to that effect as soon as the present hearings are over, he said Wednesday.

Postal Clerk Dismissed
Eugene, Jan. 16.—A. M. Dickey, clerk in the Eugene postoffice, has been removed by First Assistant Postmaster General Koons, the notice of removal being received Tuesday by Postmaster Campbell. While the notice did not state the cause of removal, it is believed that pro-German sympathies led Dickey to use words that were considered disloyal to the government. Dickey was transferred from the canal zone to Eugene more than a year ago.

To Suspend Meeting
The Sumner Women's Relief corps, No. 21, will suspend its regular meetings on account of the influenza epidemic, until further notice.

\$1565

F. O. B. Portland, Or.



January Clearance SALE



Men's Clothing, Furnishings

Not because we so desire, but because odd suits, broken lines and shattered size assortments have accumulated to a point where clearance is the only agency for relief. This merchandise is just as good as any, so expect genuine bargains—they're here for you.

<p>Mackinaw Gloves 75c</p> <p>\$25 Overcoats \$18.85</p> <p>\$4 and \$5 Hats \$2.95</p> <p>Good Blue Serge Suits \$21.85</p> <p>Heavy 8-oz. Canvas Gloves 15c</p> <p>Rubber Overshoes, Special \$1.15</p> <p>Fleece Lined Union Suits \$1.95</p> <p>Dress Shirts Sold at \$2.50, Special \$1.45</p> <p>Gray Flannel Shirts, Military Collars, \$3.35</p> <p>W. L. Douglas Shoes, Union Made, \$4.00</p> <p>Blue and White Stripe Bib Overalls \$1.95</p>	<p>Mackinaw Coats On Sale at \$8.95</p> <p>Corduroy Pants, Special \$3.85</p> <p>Packard Shoes, For Men, \$5.85</p> <p>Heavy Wool Socks, White Only, 45c Pair</p> <p>Bone Dry Waterproof Pants \$2.95</p> <p>Boston Garters, Assorted Colors, 19c</p> <p>Blue Chambray Work Shirts 85c</p> <p>Raglan Overcoats for Men, Special \$13.85</p> <p>Blue Flannel Overshirts, Double Shoulders, \$3.85</p> <p>Leather Gloves and Mitts for Shipbuilders</p>
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MEN'S CLOTHIERS AND FURNISHERS

Come Ride in the Essex

Its First Showing—A Light Weight Quality Car

We Want Your Opinion of It

All motordom has waited a year for the Essex. Dealers have ventured all sorts of descriptions for it. But today it is having its premier showing in hundreds of cities and towns throughout America.

For months the trade papers have given first prominence to whatever news they could get of its details.

Their interest was awakened because it combines the advantages of the light low priced car, and its economy, with the performance, sturdiness and beauty of the large and costly car. One leading writer proclaimed the Essex a new development in motor car transportation.

Don't you want to be among the first in this locality to see the car that has awakened this interest? We wish you would come and ride in it for

the men who are building it. But knowing them as we do and knowing the quality of cars they build, our faith and curiosity were aroused.

What a Ride Proved to Us

Our first experience was a ride over a road so rough that you would willingly go miles out of the way to avoid it if you were in the average light car.

We took it at high speed, but the effect in both the front and rear seats was more in keeping with what you might expect in riding over a smooth pavement.

Then we drove into soft sand where the wheels sunk in below the felloes, going through as though it were thin mud.

Every test that reveals performance was shown us. There were no squeaks. The motor did not labor. The car had been in similar service for months and still retained its appearance of newness. These are things we want to show you. A demonstration like that which surprised us is ready for you if you will come to our store.

The Essex is Built To Endure

Every part that wears is adjustable. Hard service can not loosen the body nor twist the radiator. It is so sturdily built that the frame remains solid and rigid over the roughest roads and through the hardest service. The motor is practically free from vibration. If you were blindfolded and placed in the Essex without having seen it and then were given such a ride as we want you to take with us, you would likely say you were in a large and costly car.

After you have ridden in the Essex we will tell you all about it.

Then, we think you will be so enthusiastic you will tell everyone you know that you have ridden in the most surprising car you have ever seen.

You Are To Do Its Advertising

We have long wanted to reveal the details of the Essex. But the manufacturers said they wanted the car to speak for itself. They said no description that could be applied to it would create as favorable an impression as would result from a ride in the car.

Even now we hesitate to praise the Essex since we can say nothing that has not already been claimed in praise for some other car.

So the endorsement it is to receive is such as you and other thousands of motorists volunteer to give. All we ask is that you come see and ride in it.

We Were Surprised—Let Us Surprise You

When we went to the factory to see the Essex we wanted to know in advance something of its detail. But we were told that was for us to discover as we inspected and rode in the car.

Perhaps we would have been skeptical and have concluded there was nothing unusual about the Essex if we had not known



C. L. Boss Automobile Co.

615-617 WASHINGTON STREET PORTLAND