ANNOUNCE TERMS OF VICTORY LOAN PROBABLY MONDAY

Message From Governor Lynch to Local Headquarters Highly Optimistic for Success of Loan.

EASTERN OREGON READY

State Director Etheridge Finds La Grande People Ready to Go Over Top Soon as Word Given.

Advices received at local Victory loan headquarters this morning indicate that the definite terms of the coming loan will not be announced until probably next Monday. This statement is from Governor Lynch of the twelfth federal reserve district, who is now in Washington in conference with treasury department officials.

Governor Lynch's message is optimistic in that he says the tendency of the money market is toward easier money which would indicate that the government anticipates a ready demand for the Victory bonds as soon as the drive commences.

From Lewis B. Franklin, director of the war loan organization of the United States treasury department, comes the following statement explaining "Why a Fifth Liberty Loan?"

Must Pay Bills

"We are asked to pay for things that were never used; we are asked to pay for shells that never were fired; for cannon that never reached the battlefront, but we are asked to pay for these things that helped in a major way to bring this war to an end in 1918 instead of 1919.

"And the bringing of this war to an end 12 months before we could logically look for it means that we are asked to pay for saving the lives of 100,000 or 200,000 American boys who would have died on foreign soil had the war continued another year."

"La Grande is ready to go over the top for the Victory Liberty loan the minute we say the word," is the message brought from Eastern Oregon by J. L. Etheridge, director of the state organization. "Their organization for the coming drive is now complete in every detail and when I talked to them night before last they told me they would underwrite their full quota of $600,000 on the spot if I so desired it.

No Pessimism Evident

"Instead of facing any pessimism or indifference to the present call of the government, I found a spirit of intense enthusiasm and a keen desire to lead the state of Oregon in going over the top in the coming drive. I found the same spirit at Hood River, and I want to say to the Portland campaign managers that they have got to do some tall hustling or they will not be within gunshot range of the up state organization. I was most agreeably surprised to find such a condition of optimism in all of the places I visited on my trip, and the thing that stands out above everything else is that the spirit of patriotism is still wide awake and the people of Eastern Oregon are ready to support the nation up to the limit."

TROPHY TRAIN IS DUE AT 4 O'CLOCK

(Continued From Page One)

United States to rouse interest in the fifth Liberty loan.

Thousands Inspect Trophies

Salem, April 3.—More than 5000 men, women and children passed through the Victory loan trophy train during the three hours it was in Salem Wednesday afternoon.

More interest was displayed by Salem citizens in this train of war trophies than was shown when a similar train visited the state capital while the world war was raging. Those who are traveling with the train report similar big crowds at every place where the train stops, and they point out there is no apathy in patriotism of Oregon citizens.

Line Reaches Two Blocks

This afternoon all public schools were closed and business houses arranged for their employes to visit the trophy train in relays. Soon after the train was stationed at Commercial and Trade streets, a double column line was formed of those who were waiting to view the trophies of war. Within a few minuets this line extended for more than two blocks, and the stream of interested persons did not cease its flow until the train departed. Hundreds of persons from the surrounding country came to see the train.

High school cadets acted as guards and managed crowds, so there was no confusion or jam in connection with sightseeing.

Speakers Are Heard

Music was furnished by the Cherrian band, while regular speakers with the train delivered addresses. E. E. Brodie of Oregon City was train chairman at this place.

B. F. Irvine, associate editor of The Journal, drove home many points bearing on the forthcoming Victory loan. Immense crowds heard him speak. He pointed out that if the war had continued until this time, not less than 500,000 of our soldiers would have been killed and insurance alone on such a casualty list would amount to as much as the Victory loan, which is to be $5,000,000,000. But instead of sacrifice of more lives, all the nation is asking for now is a loan of money to pay its war obligations, he pointed out.

Private Likens also always had big crowds when he told of his experiences in the front line as a gunner in one of the small French tanks. One of these small tanks is with the train and it is perhaps the biggest drawing card, as everybody is interested in the wonderful feats these instruments of warfare accomplished.

Everybody also displays keen interest in the story of Private Likens, who went into the Argonne forest with a company of 136 and returned with only 17 of that number left. He was gunner in a tank and three drivers with him were killed, while the last time the tank was struck by a shell he received a fractured skull and other wounds, and while he lay unconscious on the battlefield he was gassed, yet he lived through it and is bringing his message to the people of Oregon and telling them they must continue to show their abiding patriotism by subscribing to the Victory loan.

CAPTAIN ACKLEY BACK WITH CROSS

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Portland; Corporal Thomas R. Follett, Company K, Pendleton.

The 363d infantry arrived on the Liberator and went to Camp Merritt. The following Oregon men are listed: Company E, Harold Moore, Otto Redenous, George Wacker, Portland; Norman I. Sherwood, Salem; Adolph Leuscher, Hillsdale.

Company I—Captain Frank S. Saver, Portland, commanding; Gale Gardiner, Portland; Albert Robitsch, Hemlock; Charles P. Mueller, Mulino.

Company K—Leo Helford, Portland; Nelson H. Monroe, Lakeview; Odel W. Brandow, Hillsboro; Earl W McNamar, Williams; Martin Anderson, Plush; William Ruff, Hillsboro.

Captain Arthur Peterson of Portland commands Company L, 363d infantry, all of which has gone to Camp Merritt, where the companies of this regiment which have arrived are awaiting additional companies before dispatch for western camps.

Convalescent detachment, detachment 178, has four Oregon men who had a good trip on the Henderson, which arrived Wednesday afternoon. The following are: Johns H. Cooper, Hood River, Company F, 18th engineers; Elmer Foster, Portland, 85th aero squadron; Corporal Rodney Stovall, Portland, Company F, 146 field artillery; Corporal Kenneth Miller, McMinnville, Company H, 104th infantry.

San Francisco May Get School

Oakland, Cal., April 3.—(U. P.)—The San Francisco bay district may be the site of the national air academy, according to announcement made by Major J. R. Moulthrop, representative of the air service division at Washington, D. C. The proposed aviation college is to cost $10,000,000 and is to be modeled after West Point. It will require 300 acres of land and have a personnel of 2000 students. It will not be a flying school, but will furnish a four-year technical course. Students will attend flying schools after completing the four-year technical course.

ALL CONTESTANTS TO BE GIVEN AID

British and American Air Forces Arranging for Ocean Patrols for Over-Ocean Flight.

London, April 3.—(I. N. S.)—The British and American air forces are uniting to give every possible aid for a transatlantic flight, no matter whether it is attempted by an official or a private contestant. Patrols will be sent out in case the airman falls and bulletins will be issued regarding the state of the weather.

Wireless and flash signals are planned so that merchant ships along the way will be able to give information as to the progress of the flight.

Air Regulations Proposed

Washington, April 3.—(I. N. S.)—International regulations for air navigation are proposed in a report of the interministerial commission of civil aeronautics which the French ministry has received from the ministry of foreign affairs, says a dispatch received by the state department today from Counsellor Robert Woods Bliss of the American embassy at Paris.

It is proposed to forbid the carrying of cameras, war appliances or ammunition on airships, without special authorization and to allow the contracting governments to forbid private individuals of any nationality to fly over certain specified zones of their territory. Provisions are made for the registration of all airships, whether planes, balloons or dirigibles, the lists to be exchanged between the contracting governments.

It is also proposed to standardize the conditions under which navigation licenses will be granted to machines and to pilots. The report further says there are provisions proposed for the standardization of lights on airships, for route and driving regulations. It also suggests a number of distress signals which it is proposed to offer as a basis for an international standard code.

FAST WORK NEEDED ON NEW ELEVATOR

(Continued From Page One)

with valuable machinery, which is here awaiting installation. Construction on this structure was halted when about one third completed.

Either Move Costly

Carefully avoiding any suggestion of controversy as to blame for conditions that threaten to prevent the use of the elevator this season, engineers and the dock commission decline to express their views. The commission has been presented with the fact that the cost of abandoning the present operating house, in which is to be located the important machinery of the elevator, would approximately equal the cost of reinforcing the support under its east end, where settling is serious.

The time element between the two suggested remedies, however, is admitted by engineers to favor the minority report, inasmuch as Mr. Phillips contends he could fit the plant to handle the next wheat crop.

It is said that the Witherspoon-Englar company, represented here by I. Cohen, as designers of the superstructure of the elevator units, complained about the piling under the contruction when it was being driven.

Reports show, it is said, that piles sank three inches under the last blow applied by the driver, and that this should have been sufficient cause for investigation.

Experts Not Agreed

Again the two factions of the committee experts disagree in the cause of the subsidence. The minority report declares the effect of the river in washing out a sub-stratum of ooze is permitting the sandy top soil to subside, carrying the elevator building with it. The majority appear, according to Mr. Mason's report to the dock commission, to not be certain of the cause, although Mr. Mason said the sand might settle to a certain extent as the water content seped out.

The majority report bases its suggestion for relocating and building again the operating house upon the fact that no foundation soil has been found at the east end of the structure upon which supports could rest. Solid bottom has been found at a depth of 161 feet at the west end of the building.

The settlement of the storage annex, composed of a series of huge circular grain bins, is not serious enough to present a grave problem, engineers agree, and the condition might be corrected by means of a spread mat foundation. An experiment suggested and deemed of worth by both elements of the investigating committee is that proposing piling for a distance around the settling corner of the structure, working toward the building and compacting the earth under the weak corner.

The Witherspoon-Englar company has nothing to do with the contract for the sub-structure under the elevator buildings which they designed, aside from specifying the weight each pile should be fitted to carry, its representatives declare.

The Grant Smith-Porter company was contractor for the construction work.

Tag Day Is Insisted On

Tacoma, Wash., April 3.—(U. P.)—Refusal of F. H. Pettit, commissioner of public safety, to permit a tag day Saturday for the benefit of the Tacoma soldiers, sailors and workmen's council, has aroused the Tacoma Central Labor council. At its meeting last night the labor council voted to demand the right to hold the tag day, and in case of Pettit's continued refusal, to hold it anyway.

EXPORT TRADE OF COAST THREATENED

Combination of Japanese Steamship Lines Direct to Atlantic Coast Considered.

San Francisco April 3.—Loss of the Orient export trade of raw materials including the heavy monthly shipments of steel and cotton to Japan to San Francisco is threatened if the plan under consideration by the Toyo Kisen Kaisha Steamship company at Yokohama goes through. Announcement to this effect was received here today by local officials of the T. K K. company.

The plan as contemplated is for a direct line of freight steamers between Japanese ports and New Orleans, Cuba and Porto Rico via the Panama canal. It became known here today that K. Doi, San Francisco manager of the company, was recently called to Japan for conference.

K. Kanda, local passenger agent of the Toyo Kisen Kaisha, who arrived here today from the Orient, brings with him the announcement that the establishment of the "world's largest steamship company" in Japan will become effective on May 1.

Only two large Japanese steamship companies had decided not to enter the combine. These are the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. These two companies, said Kanda, have decided to cast their lot with the other Japanese concerns, large and small. The combination will include the Toyo Kisen Kaisha, Harima, and Kobe dockyards, Teikoku Kisen Kaisha, Uckida Kisen Kaisha, Toba Dockyard company and Asano Shipbuilding company.

Japanese newspapers, according to Kanda, state that American capital has been invited to participate in a $500,000,000 corporation, but that if the American financiers decide not to enter into the project, the Japanese companies will carry it through and invite American cooperation later.

The routes contemplated include three lines which will touch practically every important trade port in the world.

That the salvation of the Pacific coast ports in the Oriental trade rests with the action of the federal railroad administration, and that the lowering of the transcontinental export and import rates is the only logical way in which to combat the competition of the Japanese steamship lines, is the statement of W. D. B. Dodson, executive secretary of the Portland Chamber of Commerce.

Before the war the railroads and the steamship companies had export and import rate agreements which were able to take care of the transcontinental business destined for the Far East. After the outbreak of hostilities these rates were cut by the railroad administration. Subsequently a 10 per cent reduction in the rates applying to shipments westward from points as far east as Chicago was made, but it is contended that this reduction is not sufficient to meet the needs.

Mr. Dodson said:

"The railroads frequently have to face a heavy empty westbound freight car movement, and the only solution is to make possible westbound business by reduction of freight rates. Not only San Francisco but all Pacific coast ports are vitally interested in this subject, a fact which the Portland Chamber of Commerce recognizes, and which it is attempting to impress upon the government officials."

Boys' Summer Camp Will Have Baseball And Athletic Field

A crew of boys under direction of J. C. Meehan, Y. M. C. A. secretary for boys' work, went out this morning to clear off a baseball diamond and athletic field at the new summer camp for "Y" boys on the old Columbia river road about 35 miles out from Portland. The property, which is donated to the association by George Shepperd, Forty-second street and Killingsworth avenue, is easily accessible by automobile and motor truck and it is expected to make liberal use of the camp for short outings this summer. A four room house on the property will be remodeled into a lodge. For the present the boys will be taken to and fro by automobile, but it is hoped to procure a truck later.

Miss Agnes Houck Honored

Oregon Agricultural College, Corvallis, April 3.—Miss Agnes Houck of Portland, a prominent senior in the school of home economics at O. A. C., has been selected to manage the women's stunt show at the college this year. This stunt show is an annual affair in which each women's organization on the campus gives a stunt. Three judges are chosen to pick the winning group and their decision is based on the following points, Simplicity, promptness, time, originality, attractiveness and finish.

Colds Cause Grip and Influenza
LAXATIVE BROMO QUININE Tablets remove the cause. There is only one "Bromo Quinine." E. W. GROVE'S signature on the box. 30c. Adv.

Three D's Heals Three

"A terrible itching commenced on my body. 1½ bottles of D. D. D. completely cured me."
"I saw a remarkable cure of a boy born with Eczema."
"A single bottle cured another case, Salt Rheum of the hands."
Quoted from recent letter from Walter Rickey, Elkhart, Ind. Write him for more facts.

We too, have seen such remarkable results accomplished by D. D. D. in healing all forms of skin trouble from pimples and blackheads to severe cases of eczema, that we feel it must reach your case. Come in and ask us about it. We guarantee the first bottle, 35c, 60c and $1.00.

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THE Lotion for Skin Disease
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NEW SUITS
For Special Sale Friday and Saturday at $24.50
Scores of other new and charming suits at $29.50 and $34.50
—Made up in the popular serges, poplins, tricotines, etc., in the graceful blouse effects and in box coat and tailored models—in a very complete assortment of colors and sizes.

Season's First REDUCED PRICE SALE Friday and Saturday
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—Correct in style—in the most wanted materials—in every color that is new and desirable—in great assortment of models—marked to sell up to as high as $37.50—all to go on sale Friday and Saturday only for $29.50 and..... $24.50
We will include in this sale a special lot of CAPES AND DRESSES At $19.50 Capes in serges, velours, poplins, reversible tans and navys. Dresses in Georgettes, silk taffetas, foulards, etc. Other Capes and Dresses from $12.50 up to $45
TWO-DAY SKIRT SPECIAL 50 new choice offerings—in silk poplin, taupe, navy blue and black; values up to $4.00. For Friday and Saturday only at $3.45
The White House
Portland's Popular Priced Cloaks, Suits, Dresses and Millinery
342-44-46 ALDER STREET—OPPOSITE PANTAGES THEATRE

That Dress-Up Feeling

ABOUT this time o' year, when Nature sets the pace, comes that dress-up instinct. You've probably already felt it tugging at your pulse-strings.

April 5 to 13 is the national Dress-Up Week, so why not respond to your dress-up desires now and be looking your best on the very first day?

Our New Spring Showing of
KUPPENHEIMER CLOTHES
is right in tune with the dress-up idea.

All war style-restrictions are off and the new Kuppenheimer models show a new spirit of freedom and joy.

You'll like the new Kupppenheimer innovations for Springtime, particularly those new waist seam styles. We have a lot of them in many smart variations of pattern and rich coloring.

Prices
$30 to $60

Cleverly-styled Suits from other makers priced at
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The Home of Kuppenheimer Clothes
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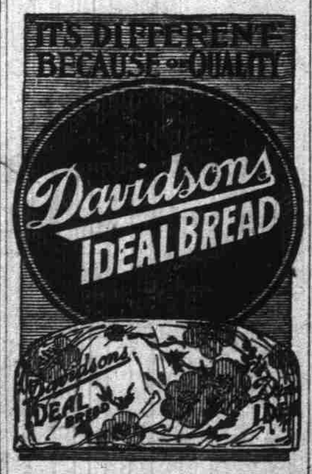

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