

TOLEDO CLAIMS BIG ADVANTAGES FOR DEVELOPMENT

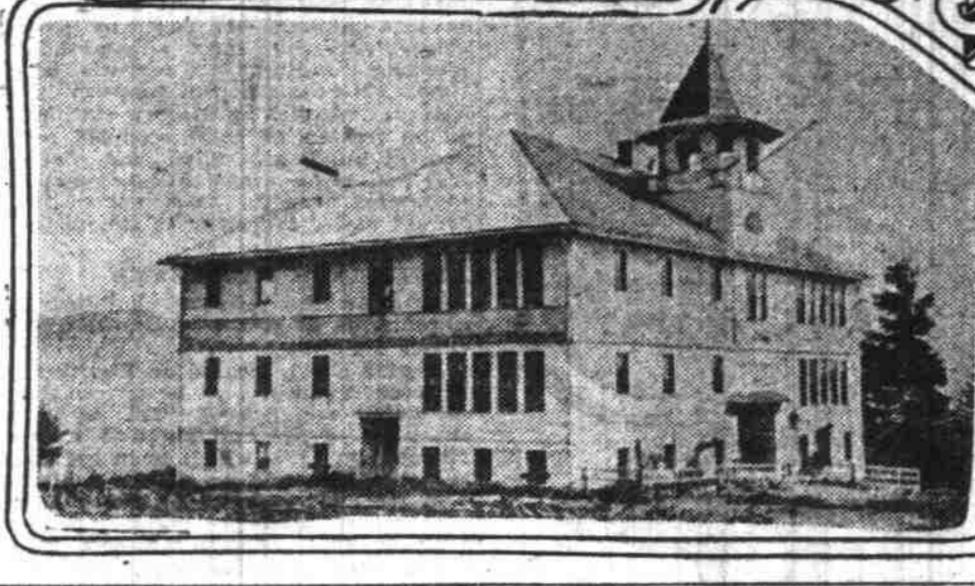
"Five Valley Town" Has Practically Unlimited Timber Resources and Wants Factories.

GOOD ROADS ARE ASSURED

Back Country Produces Berries; Land Also Supports Dairy Cattle and Grows Foodstuffs.

By R. J. Davis
Toledo, May 24.—Toledo, the five valley town and the county seat of Lincoln county, Oregon, is on the C. E. Willard road and the Yaquina bay, about 10 miles from Newport, Oregon's greatest summer sea resort, and about 75 miles from Salem, the capital of the state.
The tides from the ocean come up the Yaquina bay and river and extend far up above Toledo, thus furnishing Toledo an outlet for large boats and ships coming in from the ocean.
Vessels carrying half a million feet of lumber have loaded at Toledo docks and crossed the bar at Newport on their way to San Francisco and other ports. The government dredge has just finished deepening the channel at Toledo, and large boats or ships can now load and unload at the Toledo docks, which occupy about half a mile along the waterfront of the town.
ROADS ARE IMPROVED
Much money is being spent in improving the county roads. Lincoln county will soon have good roads leading out from Toledo into the many rich valleys and timber sections of the county. When these roads are completed and connected with the Roosevelt highway, when it is built, and with the valley roads, Toledo will be connected with the outside world by good auto roads, by railroads, and by ocean routes, thus giving this coming city advantages over many other towns of the state.
The town is located on a peninsula, having the Olia river on the east, Yaquina bay and river on the south and Depoe slough, an arm of the bay, on the west or waterfront. The peninsula slopes up from the waterfront to the top, and then down on the east to the Olalia, and on the south to the Yaquina river.
On these slopes of the peninsula, but mostly on the east and south sides, are built the residences of the town. Many of these residences are bungalows.
"FIVE VALLEY TOWN"
Toledo may be called the five valley town. The five valleys coming into the town are: The lower Yaquina, the upper Yaquina, extending many miles into the interior; the Olalia, a beautiful "berry" country; the Depoe, extending several miles, and Run bottom. These valleys, extend out some distance and have tributary many smaller valleys which are being cleared and cultivated for fruit, berries and vegetables, and for pasture lands for cattle and dairy stock.
The chief industry at present is lumbering. There are four sawmills in the town, three of which are running continuously, employing many hands. The big government mill, costing \$1,000,000, in 50 per cent completed, work on the mill stopping when the armistice was signed. The other three are located on the big flat just across Depoe slough from the waterfront. The other two mills, the railroad depot, the electric light plant, boat house, cannery, creamery, hotels and other business houses, are located on the waterfront near the docks. The bank, postoffice, garage, drug store, restaurant and other business houses are located on next street above the waterfront, all being near the depot and the docks.
TOWN HAS HIGH SCHOOL
Toledo has business houses, lodges, churches and two school buildings, one for the grades and a large high school building. The schools are a credit to the town. Two large reservoirs conveniently located on the hill supply the town and the mills with abundance of good water, brought in pipes from mountain springs about five miles distant.
The electric light plant, run by fuel obtained from the sawmills, furnishes light and power for both Toledo and Newport.
The three industries which will build up the city are: Stock raising, including sheep, goats and dairy cattle for dairy purposes; the raising of fruit, berries and vegetables for market and for the home canner; the great lumber industry, which is only started.
Few localities, if any, can surpass this section in berries and vegetables. Olalia is the Indian berry valley. The evergreen blackberry grows wild and is very prolific. This berry is con-

TOLEDO, THE TOWN OF THE FIVE VALLEYS



sidered superior to the Loganberry by some. The supply is practically unlimited. Pasture is so abundant that cows and cattle need no feed for six to eight months in the year. The creamery business is just started. When the farmers raise oat hay, root crops and other things, and store away feed in silos for the four or five months of winter, the expense of keeping cattle and ows through winter will be lessened.
The supply of timber for the sawmills is practically unlimited. It is claimed by good authorities that if all the mills, including the big government mill with capacity of half a million feet per day, were run continuously for 50 years, all could not exhaust the supply of available timber.
This town, it seems, is an ideal location for a furniture and box factory. With the industries mentioned, and others to be developed, it is felt locally that the future prosperity of Toledo is assured.

WOUNDED ONLY ONCE, PORTLAND BOY THINKS HIMSELF VERY LUCKY

John G. Gilliland, Aged 21, Writes Friend Here of Exciting Adventures 'Over There.'

In spite of many worries, trials and hardships, Private John G. Gilliland says in a letter received by Mrs. John Paris of East Hoyt and Grand avenue, that he is the "luckiest fellow in the world not to get hit but once." Private Gilliland, at the age of 21, gave up his prosperous farm, selling his tools and teams, and enlisted April 24, 1917. He is awaiting discharge now at Camp Pike Ark., after experiencing many thrilling adventures. On one occasion he was personally commended by Major General Bullard for his bravery in rescuing a wounded comrade under intense artillery fire.
In his letter dated May 8 he tells some of his impressions and experiences. In his trip from Camp Upton he traveled through New Jersey, Virginia, Tennessee, Oklahoma and Mississippi. Virginia impressed him most unfavorably, both because of the "poor" land and the large ratio of negro population.
In the terrific drive at Solissons during July he lost all souvenirs, laboriously collected, except a few German coins, which were taken away from him after his capture by the enemy. The only souvenir he brings home is a little battle scarred testament, sent him by his mother while he was at El Paso, Texas. This little book has been with him through many exciting times. For 185 days it was in the front line, saw two fights, went over the top six times and spent five months in the German prison camps. It was with Private Gilliland when he was wounded at Solissons, and later when he was knocked down by the butt of a rifle in the hands of a 200-pound German, and was carried into the enemy's country. Twice it saw his attempts to escape frustrated.
Gilliland expects to be home soon, although he does not know definitely yet when he will receive his discharge.

Free Zones Approved

Washington, May 24.—(U. N. S.)—Free zone ports where vessels might load and unload free from customs restrictions and charges, and repack and reship merchandise, are approved in a bill introduced in the house this afternoon by Representative Sanders of Louisiana.

Height Record Broken

Turin, Italy, May 24.—(U. N. S.)—Lieutenant Francesco Bracchioni today broke the Italian height record by piloting an airplane to an altitude of 23,787 feet in 40 minutes. He carried three passengers.

Above, left—A stick of fir en route to the mills; right—Spruce logs in the mill pond. Below, left—A Toledo school building; right—Hill street, Toledo.

HILL CADET OFFICERS APPOINTED; MANY TO GRADUATE ON JUNE 12

George N. Daughtrey of Portland Is Major; Other Ranks Include Many Students.

Hill Military academy has announced the appointment of its cadet officers for 1919. Formal exercises were held Saturday. Commencement date has been set for June 12. George N. Daughtrey and Irving Day led the school in military accomplishments. Mr. Daughtrey, who will graduate this June, was made cadet major. Several of those receiving commissions will complete their course at Hill this term.
The complete list of appointments included: Cadet major, George N. Daughtrey; Portland; cadet captains: Company A, Irving Day, Portland; Company B, Frank Friese, Snohomish; captain and adjutant, Russell G. Page, Sunnyvale, Wash.; captain Company C, Vernon Johnson, Seattle; captain and quartermaster, Donald Mize, Forest Grove.
Cadet first lieutenants, Gaal Green, Sunnyvale; Company A, Richard Ball, Corvallis; Company B, Wilbur Haines, Diamond, Or.; Company C, Philip Boyd, Spokane; Company C, Harold Churchill, Omak, Wash.; Company D, Donald Austin, special duty. Second lieutenant and quartermaster, Cecil Dean, Fields, Or.
Non-commissioned officers: Sergeant major, Thomas Pollard, Redmond; cadet first sergeants, Homer Heyden, Pendleton; Lee Strickland, Oregon City; Francis Pendleton, Everett, Wash.; Bronson Tolman, Redmond; Mont.; chief musician, Wallace Smith, Seattle.
Cadet sergeants: Wilbur Nelson, Cashmere, Wash.; Frederick Rooper, Antelope; LeRoy Livermore, Portland; Bert Hathaway, Portland; Milburn Kight, Prairie City; John Smyth, Andrews, Or.
Cadet corporals are: First, George Gardner, Victoria, B. C.; Andrew Maas, Vancouver, Wash.; Royal Conley, Cove, Or.; corporal and bugler, Frederick Hathaway, Goldendale, Wash.; color corporal, George Crawford, Three Lakes, Wash.; second corporal, Eugene Biazler, Portland; Ellsworth Ferguson, Athens; Lyle Brown, Corvallis; corporal and bugler, Morton Robinson, Seattle; color corporal, William McDonald, McDonald, Or.; cadet third corporals, Norris Coleman, Lakeside; Errol Hultom, Tillamook; Perry Davis, Pendleton; George Robinson, Seattle; Fred Morris, Kent, Wash.; fourth corporals, Leslie Roth, Seattle; McDonald Brown, Reubens, Idaho; George Wright, Red Lodge, Mont.; Raymond Hoefler, Astoria.

Northwest Freight Shipments Decrease Compared With 1918

Fourteen thousand, eight hundred and eighty more cars were loaded with freight on the northwestern region railroads during the week ending May 19, 1919, than during the same week of this year, according to reports compiled by Regional Director R. H. Aishton. A reduction of 12,850 carloads of ore shipments was partially offset by an increase of 3382 cars in grain and grain product shipments.
There was an increase of 609 cars of livestock this year over the same week last year, while there was a decrease this year of 2529 cars of coal and coke. A decrease of 2829 cars of lumber noted this year and there was very little difference in the quantity of miscellaneous freight shipped.

Two More Ladders For Fish Completed

Upon an order from State Game Warden Carl D. Shoemaker, fish ladders have been completed at the Sorensen dam on Squaw creek and at the Bond Power and Light company's dam on

P. HETHERTON WILL ASSIST MR. DODSON IN CHAMBER OF COMMERCE

Lieutenant of Engineers, Back From Service, Has Started In on His New Duties.

Routine administrative work of the Portland Chamber of Commerce handled for several years by Secretary W. D. B. Dodson will be turned over to P. Hetherton, just discharged from the United States army, in which he was a lieutenant of engineers. Mr. Hetherton was appointed to the position May 15, and started his official work this week. Mr. Dodson will now devote all his attention to the vital work for the port and city.
Rapid growth of the work of the Chamber of Commerce caused Mr. Dodson to appeal to the directors recently for additional help. The appointment of Mr. Hetherton, who has had five years' experience in administrative work, followed. It is the plan of the chamber to have Mr. Dodson now devote all his attention to the development of the larger propositions for Portland.
All semi-official calls will be directed to Mr. Hetherton, and Secretary Dodson will take up new quarters in the room now occupied by the foreign trade department. Mr. Weinbaum, secretary of the foreign trade work, will be moved to a larger office where more room for files and the rapid growth of foreign trade work will be possible.
Mr. Hetherton, prior to his entry in the army, was employed for three years by the Coast Culvert & Flume Co. of Portland and for two years in an administrative capacity at Seattle.
Transports Change Course
Washington, May 24.—(U. N. S.)—Four transports from France have changed their course, the war department announced this afternoon. The Finland will dock at Newport News, May 31, instead of Boston; the Canandaigua, at Philadelphia instead of at Newport News; the Dakotan at Philadelphia, May 27, instead of at New York; and the battleship New Jersey at New York, June 1, instead of at Newport News.

MEMBER OF BATTERY IS NOW ON HIS WAY HOME



Private George E. Grayson, who has been in service with battery A, 147th field artillery, arrived in Philadelphia on Monday evening and will soon be on his way to his home in Portland. He will be sent to Camp Dix before starting for the west.

Thieves Find Booze Display Only Water

Boston, Mass., May 24.—(U. N. S.)—The display of filled whiskey bottles in the window of a store in Chelsea Square proved very attractive to three thieves. Hurling a big sidewalk brick through a plate glass window each man carried away two bottles. Instead of rye, bourbon or Scotch, the bottles were each filled with plain water. The loss of the broken window was nearly \$50.

Sixth to Leave Soon

Washington, May 24.—(U. P.)—All organizations of the 8th regular army division have been assigned to early convey from France, the war department announced today.

INDUSTRIAL Y. M. C. A. FOR ST. JOHNS PLAN UNDER CONSIDERATION

Meeting Held at Which Project Is Discussed and Committee Chosen to Report.

A group of leading business and industrial men of St. Johns gathered at a luncheon at the St. Johns high school Tuesday to discuss the feasibility of establishing an industrial branch of the Y. M. C. A. in that community. H. W. Bonham acted as temporary chairman.
Mr. C. T. Webb, industrial secretary of the Portland Y. M. C. A., explained the scope and activities of this branch of Y. M. C. A. endeavor, and a discussion of various problems followed.
A committee consisting of Mr. Bonham, chairman; I. N. Edleron, cashier of the Peninsula National bank; H. W. Evans, president of the St. Johns Hardware company; C. E. Jones, of the American Marine & Iron works, and A. Larrowe of the Peninsula Iron works, was appointed to report at a mass meeting of the citizens of St. Johns to be called later.
Luncheon was served by Miss Maud Chollar of the domestic science department, and the girls of her second-term class.
Prof. W. T. Fletcher spoke on the need of some such work among the boys of high school age.

Cummins to Be Candidate

Waterloo, Iowa, May 24.—(U. P.)—United States Senator A. B. Cummins, serving his second term as Iowa's upper house representative, in a letter to a friend here announced he would be a candidate for reelection in 1920.

CURED HER FITS

Mrs. Paul Gramm, residing at 916 Fourth street, Milwaukee, Wis., recently gave out the following statement: "I had suffered with Fits (Epilepsy) for over 14 years. Doctors and medicine did me no good. It seemed that I was doomed all hope of relief when at last I secured a preparation that cured me sound and well. Over 10 years have passed and the attacks have not returned. I wish everyone who suffers from this terrible disease would write to R. F. M. Leno, 44 Lakeside avenue, Milwaukee, Wis., and ask for a bottle of the same kind of medicine which has given me. He has generously promised to send it, postage free to anyone who writes him."—Ad.

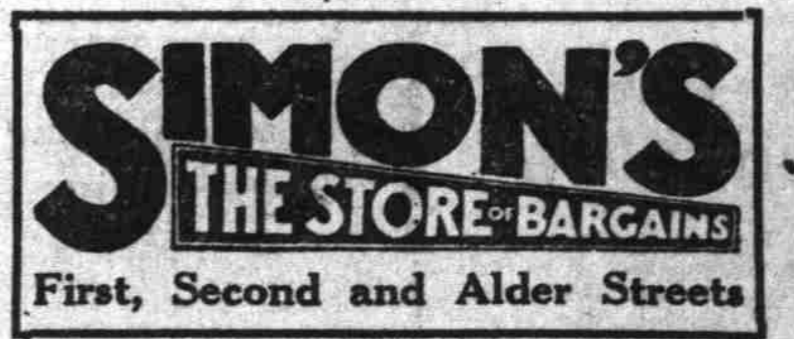
Office Furniture and Supplies

Over \$20,000 Worth Purchased From U. S. Government

- Remington, Underwood Typewriters
- Flat-Top Desks, Tables, Chairs
- Filing Cabinets, Mimeographs
- Burroughs Calculators, Desk Baskets
- Wire Waste Baskets, Binders
- Cuspidors, Etc.

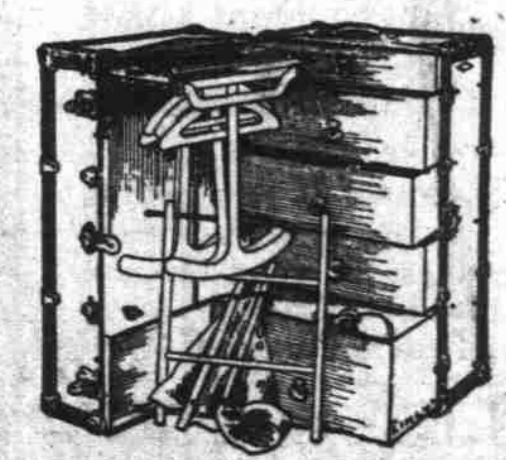
All of the Above Will Be Sold In Quantities to Suit—Far Below Wholesale Prices!

All Typewriters Are Late Models Guaranteed to Be in First-Class Condition



First, Second and Alder Streets

Runabout Wardrobe Trunk \$35.00 Special Price This Week \$35.00



A Steamer Wardrobe of unusual quality, complying with all steamer regulations. Round edge construction. Covered with best grade "LIKLY" black color hard vulcanized fiber, black fiber binding. Special "LIKLY" cold rolled steel trimmings. Cast bronze self-locking lock. Everything hand-riveted. Interior most attractively lined and faced with cretonne, harmonizing with exterior of trunk. Has best quality interior arrangement. Will carry six suits or gowns. Adaptable for man or woman or both.

Made in one size only, 41 inches high, 22 inches wide and 14 inches deep.

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