

SHRINE SELLS OUT FARM TO GET COIN TO ATTEND MEET

Tripoli Temple, Milwaukee, Wis.,
Adopts Unique Method of Rais-
ing Money to Visit Portland.

Tripoli Temple of the Shrine, from Milwaukee, Wis., is going to attend the national Shrine convention to be held in Portland in June, even if it did have to sell a farm to do it, according to a letter received by the general Shrine committee for the 1920 convention, in the Gasco building.

For five years Tripoli temple has never attended a national convention. A new building which it was constructing took all the funds. But the appeal of Portland was so great that Bascom B. Clark, one of the members of the temple, gave his farm to be raffled off for the purpose of raising money to send a band and patrol to the Rose City. The man who won the farm turned about and auctioned it off, so that \$15,000 was raised to pay the expenses of the delegates.

Portland merchants will not be called upon for advertising for the convention. Programs will be issued in the form of attractive 48-page booklets gotten out by the Chamber of Commerce and containing pictures and advertising concerning Portland.

This announcement was made in answer to numerous inquiries as to an advertising program.

"No advertising program or special convention edition of any Portland newspaper has been or will be authorized by our committee," declared W. J. Hofmann, chairman. "We feel the merchants have been generous in supporting the convention and we cannot impose any plan that will take money away from them."

SPEEDING TAXI KILLS WOMAN LEADING CHILD

(Continued From Page One.)

older daughters and had been in Portland only between trains, waiting, meanwhile, at Union station.

Out for an airing, Mrs. Newbury dropped the traveler's checks, but the loss was not discovered until she returned to the station. She set out to seek the missing paper and was walking slowly, witnesses assert, looking down, when the taxicab rushed on her. The injured woman planned to leave the city for the south on an 8 o'clock train Saturday evening.

Wheatley, the taxi driver, who lives at 1234 Detroit street, was arrested and is held at police headquarters on an open charge. Bail, originally set at \$2000, was raised to \$5000 when police called Municipal Judge Rossmann for instructions.

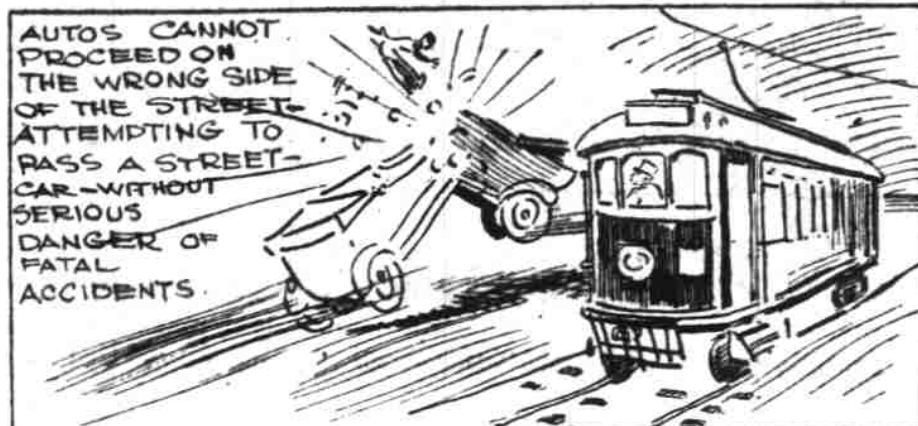
LOGGER FINDS LOST CHECKS

Just outside Union station, Delva Lena, a logger returning to his home at Cathlamet from San Francisco, found the checks lost by Mrs. Newbury nearly half an hour before the woman missed them. A police patrolman directed him to headquarters, where he turned the checks in probably just about the time Mrs. Newbury had started to retrace her steps in searching for the lost funds. The youngsters are in charge of the matron at Police headquarters.

Police records show Wheatley to have been involved in an accident at Sixth and Burnside streets on the night of December 25.

It is reported that Wheatley was attempting to overtake another machine and his car was traveling about 20 miles an hour over the intersection.

Reckless Auto Driver, Attention Count the Cost of Carelessness



TEN thousand people were killed in this country in automobile accidents last year. There were 7,000,000 automobiles in operation. This year there will be an increase of 2,000,000 automobiles and doubtless the death lists will show a corresponding increase.

In Chicago 420 people were killed last year in automobile accidents, 136 in Cleveland, 97 in St. Louis and 677 in New York. In Rochester more deaths resulted from automobile smashups than from street car, railroad and industrial accidents combined. Here are instances of recent automobile performances in Portland, and reasons why people are maimed and killed:

A street car was standing at Twenty-third and Washington streets. An automobile was rounding the front end to proceed down Washington when another machine shot out to the left side of the street in an attempt to pass the standing street car, and crashed head-on into the car bound down Washington.

Automobiles cannot proceed down the wrong side of the thoroughfare without serious danger of fatal accidents, especially when shooting into the left side from behind objects that obstruct the view.

An automobile was bound for town on Ladd avenue near East Twentieth street. The driver signalled and started to turn. Brakes were applied to a car approaching from the west, but excessive speed carried the machine broadside into the turning vehicle.

Two automobiles were proceeding to Portland a few feet apart on Terwilliger boulevard. A machine piloted by a drunken driver flashed around a curve at high speed, struck the first car and glanced off into the second, hurling it over the bank and injuring several occupants.

Speed was the cause of a dangerous collision on Sandy road. One car was bound for the city on Sandy. Another, proceeding east, dashed into Sandy road from Flanders street, hit the other machine, turned it around twice and forced it into a parked car across the street.

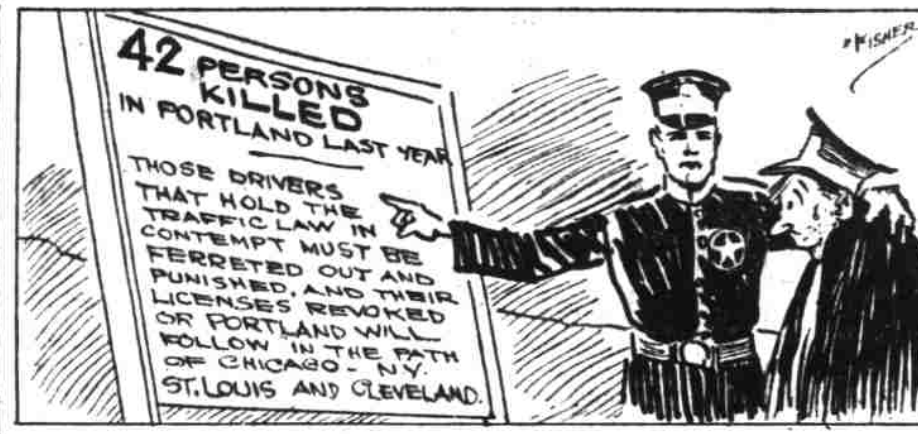
A truck was passing north on East Tenth. An automobile going east on Burnside crashed into the truck and drove it into the opposite curb. The driver of the machine declared he saw the truck too late to stop. When they see them too late to stop and drive a heavy truck across the thoroughfare, it is a safe bet that the speed is not less than 35 miles an hour. The limit at such an intersection is 20 miles.

C. C. Thomas was convicted of speeding and fined in municipal court about 10 o'clock one morning. Within a half hour he had returned to the station to report a collision. Just after paying a fine for violation of traffic law, he went out on the street, crashed into a machine that had signalled to leave the curb, and drove it into another. He agreed to pay all damages.

A man and wife entered their machine at Fourteenth and Harrison streets. The engine choked. The husband stepped out to crank the machine. As soon as the engine hummed the machine leaped ahead. The wife grabbed the wheel, the car cut diagonally across the intersection onto the curb and through a nearby fence.

Forty-two persons were killed in traffic accidents in Portland last year. Four were killed within the city and one just outside last month.

Unless those drivers who hold traffic law in contempt are ferreted out and adequately punished, or their licenses revoked, Portland will follow in the path of Chicago, New York, St. Louis and Cleveland.



SLURS CAST UPON WARRENTON ARE MUCH RESENTED

Statement Issued by Citizens
Says Articles Printed in Port-
land Paper Cast Discredit.

Citizens of Warrenton, resenting statements in a local paper that they declare tends to injure the city's credit, have issued a statement relative to the condition of the city from a tax standpoint.

"In the press discussion of the transactions of the state treasurer covering Warrenton bonds, our citizens feel that this city has been referred to many times in a manner that would injure the city's credit, and the enclosed statement has been prepared and has been approved by Mayor F. M. Wilson, to show that we are making headway, and that we compare very favorably from a tax standpoint with other towns within the Port of Astoria," says a communication sent The Journal by G. Clifford Barlow, a prominent Warrenton merchant. "The tax levy includes state, county, port, road, school and city taxes in each instance."

"The legal question we will leave to the courts and I am sure that in time we will find a way to pay our debts legally and honorably."

The statement follows:

TAX RATES COMPARED

Comparative statement of the complete tax millage of the incorporated towns within the Port of Astoria, Clatsop county, shows the following ratio:

Astoria 73.5, Gearhart 60.2, Warrenton 70.3, Seaside 44.2, Hammond 40. Attention should be drawn to the fact that in the recent bond issues of Seaside for \$283,000, annual interest on same is not included in this tax; neither is the interest on the \$250,000 civic center bonds of Astoria included in their millage. Gearhart and Hammond have no outstanding municipal bond issues, and despite the constant reference by newspapers to Warrenton's heavily bonded indebtedness, Warrenton tax is not 1 per cent higher than either of these incorporated towns, and is still 2.4 mills less than Astoria and 3.3 mills less than Seaside.

Warrenton's assessed valuation is \$2,224,514.

The Warrenton millage quoted above includes all current city expenses and interest charges on all bonds, including those recently issued. These taxes are now being collected.

INDUSTRIES OF TOWN

Prior to last fall there has been no continuous operation of our industries, excepting the canneries in season.

The Warrenton Lumber company is now operating a day and night shift, and the payroll is approximately \$20,000 monthly.

F. G. Kelly Lumber company monthly payroll is approximately \$3000. The future possibilities are that both these industries will increase instead of decrease payroll.

The Hammond Lumber company has railroad trackage from the S. P. & S. railway to their boom facilities on the Skipanon river, to which they haul one or two trains of logs from their logging camp below Seaside daily. "The payroll from this rafting crew alone is approximately \$1000 monthly."

The Daily Clay Products company, which recently decided to locate here, is renovating the plant previously occupied by the Warrenton Clay company. Immediately that they are in a position to manufacture they will doubtless have a large number of employees.

SELF SUSTAINING

The Barbey Fish company occupy the Great Northern Pacific Steamship company's dock in this city formerly known as the Flavel dock, and have an annual average output of 20 cars of salmon.

The Warrenton Clam company packs about 8000 cases of salmon annually and there are other business houses and tradesmen employing labor on a small scale.

The gravity water system of the city of Warrenton which was installed from the proceeds of \$150,000 bond sale including purchase of reservoir site, and rights of way, etc., is today practically self sustaining, supplying water to Seaside on a 20 year contract, and water users on the line to Warrenton on a monthly rental basis, and all industries and virtually all the inhabitants of the city of Warrenton, including Flavel district, the town of Hammond by franchise and the United States coast defense at Fort Stevens by contract, average usage cost being over \$450 monthly from Fort Stevens alone.

CHANNEL IS BUILT

We have a substantial standard high school situated on nine acres of land. Also gymnasium in course of construction, fine athletic field, drained, leveled and seeded. (Bonds issued, \$40,000.)

The first step in the development of a channel in the Skipanon river is about completed and for the first time in the history of Warrenton, boats plying the Columbia river can come to Warrenton at any stage of the tide. Also light draught lumber schooners, which will enable our mills to enjoy offshore as well as rail business. This channel has been dredged a distance of 9000 feet from the Columbia river channel to the present business center of Warrenton, with 11,000 lineal feet of two and three pile bulkhead, the major portion of which has been sealed. A turning basin has been provided at head of the dredged channel. This basin has not been completely dredged but has sufficient width, length and depth to permit the turning of schooners.

The authority and finances provided from the election recently held are being used to bring development along this waterway, provide for facilities for industries which could properly utilize the location on privately owned property or that of the city through long term leases. It is not generally supposed that any attempt will be made to duplicate the port of Astoria dock facilities, but rather to bring rail, city water, sewer, electric power and light, improved streets and deep water docking facilities to such property as the city may own, and then to arrange with industries to locate thereon on a lease basis.

BENEFICIAL RESULTS SEEN

The beneficial results from our first bond issue of \$150,000 for a water system is apparent to all. The bulkheading of the channel has resulted in procuring a substantial waterway and a large area of reclaimed lands made from the deposits of material obtained by the dredging for which \$125,000 bulkhead bonds were sold, and almost \$40,000 additional charge for the property improved by reclamation is also of significant importance to the city.

With the acquisition of properties and the continuance of improvements from the proceeds of the bond issue in question, the city should make progress so marked that anyone would appreciate

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Honest, Conscientious Dentistry
Examination Free
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Laugaard to Give Report on Irvington Telephone Situation

The report of City Engineer O. Laugaard regarding the request of the Pacific Telephone & Telegraph company to place a substation at Twenty-fourth and Stanton streets will be presented at a mass meeting Tuesday evening, in the Irvington club.

Laugaard was recently appointed to investigate the company's contention that the station must be at the corner designated by the company and service for Irvington residents. Objection voiced by residents before the city council over a month ago caused the council to refuse the company a permit. It is understood that those living near the proposed station will withdraw their protests if Laugaard reports that it is necessary from an engineering standpoint.

League to Have Its Final Test Monday

Washington, March 13.—(U. P.)—A unanimous agreement was reached today for the senate to vote Monday on the reservation to Article X of the League of Nations covenant and all subsequent amendments thereto.

NEWSPRINT WASTE IS DENOUNCED BY STATE PUBLISHERS

Owners of Newspapers Outside
of Portland Meet Here to Con-
sider Situation They Face.

Severe criticism of the wasteful methods in the use of white paper featured a meeting of up-state newspaper men at headquarters of the Portland Press club Saturday. The meeting was called for the purpose of outlining a policy which will insure the publishers of 27 daily papers in the state outside Portland against a threatened paper famine. The aggregate minimum needs of the 27 dailies outside of Portland is approximately 100 tons per month and the present outlook in the paper market is not favorable to a continuance of this supply.

Another meeting of the up-state publishers will be held here early this week, and it is expected a definite plan of action will be outlined at that time. Increased production by the pulp and paper mills seems to be the only solu-

tion of the problem confronting the publishers, according to Frank Jenkins, chairman of the meeting.

"While this is being accomplished," said Jenkins, "it is the obvious duty of the publishers to eliminate all unnecessary news features and trim the size of their papers to a degree which will insure a fair division of the present output of the mills."

That the Portland Telegram has failed to do this and even goes so far as to brag of its wasteful practices, was condemned by several publishers.

Those present at the meeting were: Frank Jenkins of the Eugene Register; Ralph Cronise of the Albany Democrat; Lee Drakes, representing the Pendleton East Oregonian and the Astoria Budget; Colonel Carl Abrams of the Salem Statesman; E. M. Regan of the Albany Herald; and Lloyd Riches of the Oregon City Enterprise.

Scarcity of labor is another serious handicap to newspaper publishers in smaller towns of the state. Wages paid printers and pressmen were never higher, according to Secretary Riches, but it is becoming increasingly difficult to get men.

Washington Auto Drivers Arrested

"If 1920 Washington automobile licenses are no good in Washington, they are no good in Oregon," said Lieutenant Frank Irvine following the arrest of several officers Saturday. Proof that the traffic officers arrested several drivers Saturday evening and charged them with operating their machines without proper license plates. Proof that the 1920 application has been made, even though the plates are not on the car, will keep Washington drivers from being arrested.

M'NARY REQUESTED TO HELP PRESERVE MULTNOMAH FALLS

Plan Is to Trade Private for
Public Lands to Safeguard
Famous Watershed.

Appeal to save Multnomah Falls was telegraphed to Senator McNary at Washington, D. C., by the Oregon Civic league, Saturday afternoon.

Support was also given the measure proposing to add the scenic part of Larch mountain and the watershed of Multnomah creek to the Oregon National forest in resolutions adopted at the Saturday noon meeting of the league and immediately wired by A. C. Newell, president of the organization.

The Oregon Civic league and the Equal Suffrage alliance combined meetings Saturday and Mrs. C. E. Curry of the latter organization introduced as speakers Mrs. C. B. Simmons and Dr. Esther Pohl Lovejoy. Mrs. Simmons described her experiences at the "Victory Equal Suffrage convention" recently held in Chicago, and Dr. Lovejoy spoke not only of the convention but of overseas relief work in which during the war she was engaged. Both speakers agreed that the convention demonstrated women in convention can produce fully as noisy demonstrations as any political convention confined to mere men ever did.



"SIMPLICITY"

IN ORDER to determine the real or intrinsic value of a piano (which is the simplest thing possible) it is only necessary to eliminate all "guessing schemes," "puzzle contests," "the continual special sale artist," and the "dealer who gives you something for nothing" in the shape of free prizes, etc., and center your attention on some one responsible firm whose past record will bear the closest scrutiny as to its businesslike methods, the real quality of its goods, and the financial ability to stand back of its patrons. Above all else, do not purchase a "Stencil Piano," no matter what the merchant may claim for it. The very fact that it bears "a fictitious name," a "non-de-plume"—that is a name that in nowise establishes its origin—is proof positive that its maker does not wish to be identified with it for fear of being held responsible for its upkeep. It is safe to say, no matter at what bargain price they are sold, they will provide a goodly profit to the dealer (and it's just as certain that instead of buying a piano, you really borrow a lot of trouble and expense).

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will neither build nor sell CHEAP STENCIL PIANOS. Every piano bears our name as the builders and sellers and is guaranteed in the strongest possible terms. No better piano exists at any price and we stand ready to pay \$1000.00 in cash if there is "Any Piano Made" (case excepted) which costs more to build than a Bush & Lane Piano. The fact that we manufacture and sell direct enables us to sell at a price considerably less than is customary through agencies. Our deferred payment plan calls for only 6 per cent interest, instead of the usual 8 per cent interest. All Bush & Lane Pianos are patented in one or more ways. We have repeatedly sought the aid of the law in protecting these patents, showing that other builders of pianos have deemed them of value.

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HOUSE OF KUPPENHEIMER FOR YOUNGER MEN:—

Fenway and Hadley models in the new shades of brown.

FOR MEN:—

We suggest the Biltmore model. Superb tailoring; all wool fabrics; quality of the sort that spells real economy.

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