HEARTY SUPPORT ASSURED OREGON AIRPLANE PATROL

Salem, May 28.—Bringing with him assurances of hearty support from officials in charge of the Western department of the army for the airplane patrol of Oregon forests, Governor Olcott returned Thursday morning from his flight to San Francisco in company with Lieutenant R. M. Kelley of the U. S. air service.

"Both Lieutenant General Liggett and Colonel H. H. Arnold are strong for the air patrol and for Oregon," declared the governor, explaining that the army officials credit this state with much of the recognition which the air service has gained through its forest patrol service of the past year.

Governor Olcott is highly enthusiastic over his flight from Blaine, Wash., on the international boundary line, to San Francisco, in spite of the fact that adverse weather conditions prevented the establishment of the long flight record of 1000 miles, which had been planned as a seven hour trip, but required approximately 10 hours, due to high head winds.

Governor Olcott takes occasion to score Seattle for its lack of provision for visiting airplanes, it being necessary to land at Kent, Wash., 20 miles away and motor to the Washington metropolis.

All the pilots in the air service in California are anxious to be assigned to duty in Oregon, the governor states, the treatment accorded the aviators here last year, together with the climate of Oregon, holding out a strong appeal to the airmen who are stationed in the southern state.

Bids on 1000 signs with which to mark the state highways in Oregon will be opened at Monday's meeting of the state highway commission in Portland, according to Roy A. Klein, secretary to the commission. The commission will also open bids at this meeting on 12,000 barrels of cement, required for the Yamhill-McMinnville paving project.

Proposals will be received on the construction of four wooden truss span bridges on the Crooked river highway near Prineville in Crook county, and for one combined crossing over Spanish gulch and the Shaniko branch of the O-W. R. & N. company's tracks near Briggs on the Columbia river highway in Sherman county.

Among other highway improvements on which bids will be opened Monday are the following:

Clatsop county—Youngs Bay-Miles Crossing section Astoria-Seaside project, 3500 lineal feet of concrete pavement 16 feet wide.

Gilliam county—Mayville-Thirty Mile creek section of the John Day river highway, seven miles grading.

Jackson county—Over crossing approaches near Ashland.

Malheur county—Paving between Ontario and Snake river, .9 mile.

Umatilla county—Pilot Rock-Pendleton, 10.5 miles grading and surfacing.

Union county—Elgin-Minam section, 9 miles surfacing.

Approval of the Fairmore irrigation district, comprising some 300 acres of land adjoining Ontario, Or., has been requested of the state engineer's office here. The project, which will use water from Snake river, recently organized, and proposes to construct a pumping plant at a cost of approximately $15,000.

Applications for water rights have been filed with the engineer's office as follows:

T. C. Dearinger, Daisy F. Dearinger, Perry S. Burkhead, S. B. Colt, Frank Colt, S. B. Colt Jr., Mary B. Colt, Mary B. Colt Jr. and Leila Colt of Hereford, water from the North fork of Burnt river for irrigation of approximately 1100 acres of land in Baker county.

Aaron F. Morris of Fields, water from Willow creek for irrigation of a small area in Malheur county.

D. M. Clark of Madras, construction of a reservoir and water from Willow creek for the irrigation of 292 acres of land in Jefferson county.

Ralph Moore of Hay Creek, water from springs for stock watering purposes.

H. C. McGinnis and A. D. Kendall of Troutdale, water from a spring for the irrigation of a small tract in Multnomah county.

Ralph M. Knight, Canyonville, water from South Umpqua river for irrigation of 40 acres in Douglas county.

Max Gehlar of Salem, water from a small spring for domestic and irrigation purposes.

I. C. Hartzell of Freewater, water from spring branch of Crockett creek for the irrigation of a small tract of land in Umatilla county.

OREGON CITY FIRE LOSS IS $31,500

Oregon City, May 28.—Damage amounting to approximately $31,500, was caused by fire which began shortly after midnight this morning. The buildings were old and the value is estimated at $10,000. They were located at Seventh and Railroad avenues. The origin of the fire has not been determined.

The Portland Flouring mills warehouse loss was heaviest, the stock of flour and feeds being valued at $7000. Theroux Music house stock was destroyed at a loss of $6000. The loss in the Frank Hopp harness shop was $4000. Losses of $500 each resulted in the Falls Transfer company's office and warehouse, the Emery French paint shop and in personal loss to Mr. and Mrs. Claud Cox, proprietors of the C. C. lunch, who lived above their former restaurant rooms with their two children.

Damage to the Busch furniture and paper stock was put at about $2500 and Petzold's meat market lost a smokehouse, meats and live chickens valued at $700.

PROPERTY ENDANGERED

The character of the material burned and the wind caused danger throughout the city and garden hose was used in many sections to extinguish flying brands. The local fire department had seven lines of hose out and engine companies 22 and 23 from Portland, which responded to an appeal for help, put out a line. The fire lasted about an hour and a half.

The warehouse building was recently purchased by the Pacific Highway garage, which was seeking to secure the other properties involved and planned to raze the buildings preparatory to building a new garage. The C. C. lunch had been closed several weeks and a deal for the sale of the transfer company was completed at 6 o'clock Thursday evening by D. Bain, the owner, to Stovall & Stevens.

A new building for the music house was being erected across the street from the burned quarters and the store will be reopened when this is completed.

TELEPHONE SERVICE CRIPPLED

Telephone service was impaired by burning of cables. Roomers in the Brunswick hotel removed their belongings when the rear of the hotel caught fire and part of the stock of the Busch furniture was taken to the street when the flames spread to the Busch building, but little damage resulted.

The buildings, with the exception of the garage property, were owned by Mrs. Rosina F. Evans. Partial insurance was carried by most of those who suffered losses.

CHIEF'S HANDS BURNED

Chief Harry Seiler suffered severe burns to both hands when he endeavored to shut off water from a hydrant that was surrounded by flames. The hose connected to this hydrant was burned off, and in endeavoring to stop the waste of water the chief was burned. Gerald Warner finally turned the water off at the hydrant, by having a stream of water played on him while he rushed into the flames. Two hundred feet of hose was burned up.

The public elevator shaft, which adjoins the corner where the fire was blazing, was ignited several times, and was saved from destruction by turning streams of water on it. Paint on buildings across the street was badly scorched.

This makes the third fire within a comparatively short time. The purchase of a new fire truck with a 1000-gallon-a-minute pumper has been authorized, and will be added to the department here within a short time. Water pressure was good at the blaze.

Woman Wins From City

Newberg, Or., May 28.—In a suit against the city of Newberg for alleged injuries due to a defective walk, Mrs. Catherine Platt was awarded $3000 damages.

High Sugar Prices Due to Lack of Rail Facilities, Opinion

Eugene, May 28.—At the luncheon of the Chamber of Commerce Thursday, E. L. Knapp, part owner of a 3000-acre sugar plantation in Western Cuba, said that the exorbitant price of sugar is due in large part to the lack of modern system in sugar production and lack of transportation facilities in Cuba. He saw thousands of tons of sugar piled upon wharves, on freight cars and in storage, wasted by slackage, he said, while hundreds of thousands of dollars' worth of cane stood wasting in the fields for lack of transportation. His company wired him Thursday that raw sugar is bringing 17 cents at the factory.

The Eugene Typographical union elected A. F. Bremer, linotyper in the Guard office, president; Cora L. Kreamer, linotyper in the Register office, vice president, and Robert C. Hall, superintendent of the University Press, secretary-treasurer. The executive committee includes R. M. Fisher and F. C. Thorndyke.

Palmer to Answer Charge From Post

Washington, May 28.—(U. P.)—Attorney General Palmer has notified the rules committee that he will appear before it today to answer charges of mistreatment of aliens held for deportation made against him by Louis F. Post, assistant secretary of labor.

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TWO MOTORSHIPS TO BRING SULPHUR CARGO TO PORTLAND

Culburra and Coolcha are the names of two motor vessels that have been chartered to bring sulphur from Gulf Port, close to Galveston, Texas, to Portland. Charter of the Cethana was announced several days ago. The vessels are classed at 1700 tons.

Inbound sulphur is destined for the Crown Willamette mills at Oregon City. The craft are operated by the Pacific Motorship company. They were constructed in British Columbia and were originally intended for Australian concerns. Later they were sold and placed under American registry.

For fall loading of grain it is probable that the tonnage will be increased by the addition of four large steamships of the Williams-Djamond line, of which the Columbia-Pacific is the local agent. Announcement was made by John E. Cushing, representing the line in San Francisco, that the fleet of shipping board vessels being operated by Williams-Diamond would be increased from 12 to 16 on September 1. The four craft are for wheat and as San Francisco has no wheat for export local agents expect that they will be sent here for loading of new crop. Names of the ships allocated by the shipping board will not be announced for some time. W. R. Grace & Co. have chartered the steamship Siskiyou to take lumber from the North Pacific to Callao, Peru. Rate, $35 per 1000 feet.

The new schooner Fort Laramie has been taken for redwood from Eureka to Melbourne, Australia.

EUSON TO BE AGENT FOR PARR, M'CORMICK LINE

John G. Euson, traffic representative of the Columbia-Pacific Shipping company, will sever his connection with the concern Saturday evening. Euson has been appointed agent at Portland of the Parr, McCormick Steamship company and will relieve Fred Smith, present agent, of the freight duties of the San Francisco shippers.

Prior to the war Euson was assistant to C. D. Kennedy in the service of the American-Hawaiian Steamship company. In July, 1917, he enlisted in the Oregon naval militia as an apprentice seaman. He was assigned to the battalion of Lieutenant Harold C. Jones. In August of the same year he was mustered into the federal service and one year later had received his commission and was assigned to duty as a paymaster.

Euson acted as supply officer of the U. S. S. West Cohos and served at sea until the end of the war. He was one of the owners of the scout boat Rainier, which was purchased by the government and assigned to duty on the Mexican coast. That craft was commanded by Commander John A. Beckwith, formerly with the Oregon naval militia.

JAPANESE SAILOR DESERTS HIS SHIP; FACES DEPORTATION

Takaniga Kiemon, a young Japanese sailor on the Kaisha Maru, was well pleased with Portland—so pleased, in fact, that he decided to forsake the vessel that brought him here and remain in the city of roses. So as the Kaisha Maru sailed down the river Japanward Wednesday morning he took off his shoes and tied them in his overcoat, tied his overcoat to his back and jumped into the water near the mouth of the Willamette. Kiemon is a good swimmer and reached the shore in safety; but, having reached it, he was picked up by C. L. Carpenter, who turned him over to the United States immigration authorities.

Kiemon is now in jail and will be deported at the expense of the steamship company. The steamer will also be expected to compensate Carpenter for his time and trouble, says Inspector R. P. Bonham.

TONNAGE ASSURED FOR ALL OF 1919 WHEAT CROP HERE

Tonnage for the last of the 1919 crop of wheat in the local district is now about assured and new charters for grain will call for fall loading. At the present time 15 vessels are available for June and July loading and with a trifle over 3,000,000 bushels to move this will be ample.

June 1 the Grain corporation will cease to exist and private charters for future loading will be made freely. It is stated that many of the steamships now in the Oriental and Australian service carrying lumber will be diverted to the grain traffic on return from present voyages.

Movements of coal from Newcastle, N. S. W., are absorbing a large part of the sail tonnage en route to Australia and loading at Northwest ports for the Antipodes.

In the service of the North Atlantic and Western Steamship company, the West Togus will take wheat and flour from Portland to Philadelphia and Boston.

TOWBOAT PORTLAND MAKES SPEEDY RUN WITH SCHOONER

Speed for a tow from Astoria to Portland was made by the port tug Portland when the schooner Golden Shore was delivered at the dock of the Inman-Poulsen mill in a few minutes over 11 hours. The Golden Shore will load lumber for Australia for J. W. Vance. From San Francisco the Golden Shore was towed by the Storm King to Astoria. The Storm King proceeded to Seattle for another pontoon of the Oakland drydock.

TUG SAMPSON PUTS TO SEA WITH BARGE FOR SEATTLE

Towing one of the seagoing barges of the Columbia Contract company, the tug Samson put to sea Friday, destination Seattle. The barge will be delivered to the Washington Tug & Barge company and will be used for lightering on the Sound. The Samson was recently overhauled on the Port of Portland drydock.

POSITIONS OF 4 STEAMERS FROM PORTLAND ANNOUNCED

Manned by Portland crews the positions of the following steamers is announced:

Aspenhill at Alexandria with coal from Cardiff.

Mindora, due at Hampton Roads June 8. She sailed from Gibraltar May 12.

Aumswell arrived at Dunnat May 23 with coal from Cardiff.

Capines, with phosphates from Bona to United Kingdom, sailed May 17.

The fleet will return to the east coast on delivery of present cargoes.

ALL ALONG THE WATERFRONT

The steamship Kaseka will clear with lumber for North China Tuesday. Arriving up about the same time will be the Eastern Glen, which will load flour for the Atlantic side.

The steamship Artigas, with general cargo for the North Atlantic & Western Steamship company, has reported at Panama. She will be due in Portland the middle of June.

The steamship Wakiki, outbound with grain, arrived at Naples Thursday, May 27.

The West Nomentum sailed from San Pedro Thursday for the Columbia river. She will load general cargo out for the Atlantic.

With passengers and freight for San Francisco the steamship Rose City sailed Friday. The steamship City of Topeka, from Portland to the Bay City, arrived at Eureka Thursday.

To load lumber for Australia, the steamship Corone, from Portland, is on berth at Seattle.

Steam schooners to get away from Astoria Thursday night were the Trinidad, Daisy Putnam and Tiverton. The steamship Eastern Cloud, with general for the east coast, also left from Astoria.

The Ancora, a Grant Smith-Porter boat, is reported as chartered for the coastwise service on the Atlantic side.

The Boxbutte, a product of the Coast Shipbuilding company, is taken for lumber at Mobile for the United Kigdom or Rotterdam.

The Silverado is working lumber at the Inman-Poulsen dock and the steam schooner Daisy at Clark & Wilson's.

NEW SCHOONER OREGON PINE IS LOADING LUMBER CARGO

Loading of the six-masted schooner Oregon Pine commenced Friday morning at the yards of the Peninsula mills. The Oregon Pine is one of the converted shipping board hulls and with her sister ship, the Oregon Fir, were the largest sailing craft to be turned out from Columbia river yards.

Both craft are under charter to J. J. Moore and will take lumber to Australia. They have been fixed for return cargoes of coal, Newcastle to Honolulu.

Positions of Ships

North Head radio reports announce the position of the following vessel at 8 p. m., May 28:

Brookdale, from Port Allen for San Francisco, 1500 miles from San Francisco.

Colusa, from Honolulu for San Francisco, 1562 miles from San Francisco.

West El Cajon, from Honolulu for Portland, 119 miles from Portland.

Ozmo, from San Francisco for Seattle, 515 miles from San Francisco.

Storm King, from Astoria for Seattle, 558 miles from San Francisco.

West Nivaria, from Portland for Shanghai, 238 miles from Portland.

Anyox, from San Pedro for Anchorage, 54 miles south of Columbia river.

Hyades, from Bellingham for Honolulu, 19 miles from Tatoosh.

News of the Port

Arrivals May 28

Golden Shore, American steamer, from San Francisco, ballast; El Segundo, American steamer, from San Francisco, oil; barge No. 93, American barge, from San Francisco, oil; Paulet, American steamer, from Wauna.

Departures May 28

Diaxy Freeman, American steamer, from San Pedro, lumber; Klamath, American steamer, for San Pedro, lumber; Klamath, American steamer for San Pedro via San Francisco, lumber and passengers; Johan Poulsen, American steamer, for San Francisco, lumber.

MARINE ALMANAC

Weather at River's Mouth

North Head, May 28.—Conditions at the mouth of the river at noon: Sea moderate, wind southwest, 12 miles. Weather cloudy.

Tides at Astoria Saturday

High water.	Low water.
11:12 a. m. 6.9 feet	5:13 a. m. 0.3 foot
10:55 p. m. 8.9 feet	5:03 p. m. 2.6 feet

DAILY RIVER READINGS

8 A. M., Pacific Time

STATIONS	Flood Stage.	Height (In Feet)	Change in Last 24 Hours.	Rainfall Last 24 Hours.
Wenatchee	40	24.3	—0.1	0.00
Lewiston	22	9.2	—0.2	0.01
Umatilla	25	18.3	—0.3	0.05
The Dalles	40	20.5	—0.5	0.00
Eugene	10	2.6	0	0.00
Albany	20	2.9	—0.1	0.00
Salem	23	4.4	0	0.02
Oregon City	12	2.8	—0.1	0.01
Portland	15	11.8	—0.2	0.00

(—) Falling.

RIVER FORECASTS

The Willamette river at Portland will continue to fall during the next three days.

AT NEIGHBORING PORTS

Astoria, May 28.—Sailed at 6:30 a. m.: Steamer Daisy Putnam, for San Pedro. Sailed at 6:45 a. m. Steamer Tiverton, for San Pedro. Arrived down at 7 a. m.: Tug Samson and barge.

Seattle, May 28.—Arrived at midnight: Steamer Corone, from Portland, for Cuba.

St. Helens, May 28.—Passed at 9:10 a. m.: Steamer Paulet, from Wauna for Portland.

Eureka, May 27.—Sailed at 7 p. m.: Steamer City of Topeka, from San Francisco, for Portland via Coos Bay.

San Pedro, May 27.—Arrived: Steamer Wahkeena, from Portland. Sailed—Steamer West Nomentum, for Portland via San Francisco.

San Francisco, May 27.—Arrived—Steamer Bakersfield, from New York for Portland.

Astoria, May 27.—Arrived at 2:35 and left up 7 p. m.: Schooner Golden Shore. Arrived at 3:50: Steamer El Segundo, towing barge 93, from San Francisco. Left up at 8 p. m.: Steamer El Segundo: Left up 8:30 p. m.: Barge No. 93, from San Francisco. Sailed at 7:15 p. m.: Steamer Trinidad, for San Pedro. Sailed at 7:30 p. m.: Steamer Eastern Cloud, for New York. Sailed at 6 p. m.: Tug Storm King, for San Francisco.

San Francisco, May 28.—(I. N. S.)—Arrived May 27: Launch S. P. Seabury, Los Angeles, 10:15 a. m.; steamer Wilmington, Hana, 1:45 p. m.; steamer Davenport, Los Angeles, 1:30 p. m.; destroyer Somers, cruise, 1:30 p. m.; steamer Washtenaw, Port San Luis, 3:25 p. m.; steamer President, Seattle, 4:20 p. m.; battleship Arkansas, Los Angeles, 4 p. m.; steamer Bakersfield, London, via New York, 4 p. m.; steamer Mohinkis, Honolulu, 4 p. m.

Sailed, May 27: Steamer Santa Barbara, Los Angeles, 1:05 p. m.; destroyer Chauncey, Los Angeles, 1:10 p. m.; steamer Phoenix, Greenwood, 1:50 p. m.; steamer Las Vegas, Sydney, 2:05 p. m.; steamer Admiral Farragut, Seattle, 3:20 p. m.; Swedish motorship San Francisco, Stockholm via Mexican ports, 3:15 p. m.; steamer Silver Shell, Los Angeles, 5:30 p. m.; steamer South Coast, Crescent City, 7:55 p. m.; steamer Nechanicum, Brookings, 8 p. m.; steamer Port Angeles, barge Rufus E. Wood in tow, Seattle, 9:20 p. m.

San Francisco, May 28.—(I. N. S.)—Arrived: Cleone, Pigeon Point, 12:30 a. m.; West Niger, Hongkong, 12:50 a. m.; Yosemite, Port Gamble, 1:20 a. m.; Admiral Schley, Seattle, 3:05 a. m.; Coquille River, Fort Bragg, 3:50 a. m.; Coquelle, Fort Bragg, 8:10 a. m.; Helen P. Drew, Mendocino, 9 a. m. Sailed: Argyll, Port San Luis, 12:20 a. m.; Simla, in tow tug Sea Eagle, Port San Luis, 1:20 a. m.; lighthouse tender Sequoia, cruise, 7:20 a. m.

Seattle, May 28.—(I. N. S.)—Arrived: Uralsan Maru, from Kobe via ports and Nanaimo; Magician, from Liverpool via Balboa, San Pedro, San Francisco, Vancouver and Comox, 5:10 a. m.; Horace X. Baxter, from Tacoma via Point Wells, 7:10 a. m.

Sailed: Redondo, for Southeastern Alaska, 9:15 a. m.

Arrived May 27.—Corone, from Portland, at midnight; Governor, from San Pedro via San Francisco and Victoria, 7:15 a. m.; Admiral Evans, from Anchorage via Southwestern and Southeastern Alaska, 7:05 p. m.; Ernest H. Meyer, from San Francisco, 4:10 p. m.; Santa Ana, from Southeastern Alaska via Ladysmith, 7:15 p. m.; Spokane, from Southeastern Alaska, 2 p. m.

Petersburg, May 27.—Sailed: Jefferson, southbound, 8 a. m.

Ketchikan, May 27.—Sailed: City of Seattle, northbound, 3 a. m.

Cardiff, May 25.—Arrived: Tactician, from Seattle via Balboa and Norfolk.

Hongkong, May 25.—Arrived: Africa Maru, frmo Seattle via ports. Sailed: Kashima Maru, for Seattle via ports; Delight, for Seattle via ports.

Antofogasta, May 25.—Sailed: Santa Rita, for Tacoma via San Francisco, towing barge W. J. Pirrie for San Francisco.

San Pedro, May 27.—Sailed: Queen, for San Diego; Phyllis, for Seattle.

Astoria, May 27.—Passed: Tug Storm King, for Seattle, 2 p. m.

Victoria, May 27.—Sailed: Niagara, for Sydney via ports, midnight.

Port Townsend, May 27.—Passed out: Admiral Dewey, 3 p. m.; Northwestern, 12:30 p.m.

Tacoma, May 29.—Arrived: San Diego, from San Pedro, 9 a. m. Sailed: Fulton, for British Columbia. May 27, arrived: West Mahwa, from Seattle; Manila Maru, from Seattle.

LETTERS IN SUGAR BEET CONSPIRACY CASE IN EVIDENCE

Medford, May 28.—The Medford hearing of the federal trade commission of the conspiracy in restraint of trade charge against the Utah-Idaho Beet Sugar company, the Amalgamated Sugar company and three individuals, came to an end late Thursday.

The federal trade commission examining party leaves Saturday for San Francisco and will continue the hearing there and in New York city, and will finish it at Salt Lake City, when the testimony for the defense will be heard. The commission may later return to Medford to take additional evidence here.

A feature of the hearing Thursday was the contradiction of testimony given by W. H. Gore, Medford banker, Wednesday, by the defense introducing as evidence a letter written by Gore in December 14, 1914, to Alexander Nibley at Portland, and Nibley's reply. Gore had testified he did not know until the spring of 1915 that Medford would be required to finance the sugar factory if this city was chosen as its location.

In his letter to Nibley he wrote in part: "Regarding the matters referred to in our last conversation it is well for me to say, I have given the matter of financing the plant some consideration in consultation with two other gentlemen, Mr. Sullivan and Mr. Perry, and the conclusion is that unress the undertaking can be financed outside of this immediate district, we had probably best back up before we start."

He also wrote that "We have not taken the public into our confidence as to the financing feature, but feel that it will have the effect of balking the whole proposition. If your people are in a position to take care of the financing end of the business, we will take off our coats and secure the acreage."

NIBLEY MAKES REPLY

He closed the letter with in inquiry, "Under these conditions shall we organize our forces and put the business through?"

In his reply Nibley wrote: "Replying to the last paragraph of your letter, I would say that it would not be advisable to canvass further for acreage in your vicinity. In a recent letter from my father he said if they are not willing to undertake to raise that amount of money, $250,000, the whole project might well be dropped."

Then the proposition was dropped by the Medford business men, Gore testified, but negotiations were renewed with the company under the understanding that if Medford signed up the required acreage, Medford would get the factory, which would be financed outside of Medford.

PROMISE IS RECALLED

He testified further that President Smith had told him in the presence of Bishop Nibley and their wives on their visit of inspection here that the factory would be financed outside of Medford, and that Bishop Nibley had given him to understand that Alexander Nibley's position with the company was such that he would have the final say about the Rogue River valley factory proposition.

Among Thursday witnesses were F. C. Bramwell, the Grants Pass banker, and his father, Franklin C. Bramwell of Grants Pass, who worked with Alexander Nibley on the valley sugar factory project.

W. H. Gore of Medford gained 102 votes in the official count in Jackson county in the representative contest over the unofficial count, which will avail him nothing unless the official vote in Douglas county comes greatly in his favor. The Douglas county unofficial count gives Hopkins, his opponent, a majority of 306. The official vote in Jackson county was Gore 1787 and Hopkins 1060. Through the official count announced at Jacksonville Thursday afternoon by County Clerk Florey, in the Jackson county legislative race, E. V. Carter of Ashland was high man, with a plurality of 33 votes. According to the unofficial count, Ben Sheldon led by two votes. Both Sheldon and Carter are nominated. The official count follows: Carter 1770, Sheldon 1737, Cowgill 1688.

13 O. A. C. Graduates To Get Commissions In Officers' Reserve

Oregon Agricultural College, Corvallis, May 28. — Commissions as second lieutenants in the officers' reserve corps, United States army, are to be granted to 13 men of this year's graduating class. They are: Allan W. McComb, Klamath Falls; Lee L. Durham, Hemet, Cal.; L. C. Regnell, Hood River; Joe F. Hackett, Corvallis; Byron S. Foreman, Tacoma; J. T. Holmes, Oakland, Cal.; Otto Cantrall, Ruch, Or.; John E. Ellertson, Clatskanie; Ellsworth N. Green, Pasadena, Cal.; Robert Kimzey, Prairie City; Carl D. Long, Oakland, Or.; and W. M. Bain and Albert Absher of Portland.

Congressman W. C. Hawley has requested names of men desiring to go to the naval academy at Annapolis. Four principals and 11 alternates are to be named by President Kerr of the college.

Sam M. Strohecker of Portland, a sophomore in mechanical engineering, has left for West Point, having passed all entrance examinations. He was a member of the varsity football squad and sports writer for the college paper here.

COLUMBIA RIVER SCENERY PLEASES JAPANESE VISITOR

Mr. and Mrs. T. Asabuki and Miss Nakamura of Tokio, Japan, have seen the wonderful Columbia river highway, about which Samuel Hill told them in the land of the cherry blossoms, and pictures of which he showed them by lantern slides.

Asabuki is owner of the largest department store, not only in Tokio but in entire Japan. For six years he labored hard; then, weary with arduous toil, he laid off to tour the world with his beautiful little Japanese wife. Little Miss Nakamura has just completed high school in Japan, and since it is the wish of her parents that she be educated in America she is on her way to Wellesley college, where she expects to study chemistry.

The Japanese guests stayed at the Multnomah and were entertained by T. Sigimuri, the Japanese consul, and Julius Meier, who showed them through the big department stores of Portland and took them over the Columbia highway, ending up at his country home.

BOOSTING GOOD ROADS

"The Columbia highway—it is beautiful," said Asabuki. "We don't have anything like that. I am going to tell to my friends in Tokio about the Columbia highway. Samuel Hill came to Japan and showed us moving pictures of the highway, but this is the first time I have ever seen it, and am impressed a great deal by the grand scenery. Many people in Japan don't know there is such a beautiful place near Portland, and I will tell my friends to stop here not only for commercial reasons but because of the wonderful Columbia river highway.

"Sam Hill is now in Japan—perhaps on his way back. He is trying to improve the roads in Japan. He showed his lantern slides to the Japanese people and the advantage of making good roads."

Asabuki's big store is called The Mitsukoshi, an outgrowth of 250 years of mercantile activity by the Mitsu family. Asabuki is looking with enthusiasm to the establishment of a direct steamer route between Portland and Japan, which will mean more business opportunities for the two nations.

The Asabukis left this morning, visiting Salt Lake, Chicago, New York and other Eastern cities, before sailing for Europe. They will return in the fall, and sail from San Francisco, so as to reach Japan by Christmas time.

NEW TODAY

AMONG THE FIRS ON PORTLAND HEIGHTS

This low, rambling bungalow, built of hollow tile, enormous living room with extra large fireplace, Dutch kitchen, two large porches, one of which is large enough for two or three beds. The house has bath and toilet, concrete basement and splendid shower. The ground consists of ½ acre fronting on both upper and lower drives. Both the ground and the house are in very poor condition, but the possibilities for improvement are unlimited and the price, $4200, certainly should make this an attractive proposition, and we think that the house alone could not be duplicated for this price, $1650 cash, balance $20 monthly.

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THERE'S a lot of satisfaction in the knowledge that "Friendly Service" is yours when you want it.

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Rag Rugs Woven All Sizes

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64 Union Ave. N. Phone East 6516

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Rugs and Woolen Clothing

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All Work Turned Out Promptly—Rag Rugs Woven All Sizes—Mail Orders—Send for Booklet—Carpets Cleaned, Laid and Refitted

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Oregon Fluff Rug Co.

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MEETING NOTICES 41

GET ready for the big picnic given by the Masters', Wardens' and Past Masters' association at Troutdale, Grove for the Masonic and Eastern Star home fund on Monday, May 31. Members of the fraternity and friends invited.

MULTNOMAH CAMP No. 77, W. O. W., will meet at its hall, E. 6th and Alder, Friday night, May 28. Election of officers. Full attendance desired.

J. O. WILSON, Clerk.

WASHINGTON LODGE No. 46, A. F. and A. M.—Special communications tomorrow (Saturday) afternoon and evening, 2 and 7:30 p. m. Work in E. A. and M. M. degrees; East Eighth and Burnside streets. Visitors welcome. By order W. M.

J. H. RICHMOND, Secretary.

PORTLAND LODGE NO. 55, A. F. AND A. M. Special communication this Saturday afternoon, 2 o'clock, Masonic temple. Funeral services of our late brother, Theodore Ervin Knudson, Visiting brethren welcome. By order W. M.

H. J. HOUGHTON, Sec.

OREGON LODGE NO. 101, A. F. AND A. M. Special communication (Saturday), at 2:30 p. m. Work in the M. M. degree. Visiting brethren cordially invited. By order of the W. M.

LESLIE S. PARKER, Sec.

COLUMBIA LODGE NO. 114, A. F. AND A. M. Special communication tomorrow (Saturday) evening, at 7 o'clock. Labor in the E. A. degree. Visiting brethren always welcome. By order

FRED L. OLSON, Sec.

DORIC LODGE NO. 132, A. F. and A. M., will confer the degree of M. M. this (Friday) evening at St. Johns, Masonic hall, the Portland police team in charge. Visiting brethren welcome.

A. W. DAVIS, Sec'y.

— DANCE —

— ALL NIGHT —

Linneman Junction, Every Saturday Night

Take Estacada, Gresham, Bull Run or Troutdale cars — 1st and Alder.

OREGON COMMANDERY, K. T. Special conclave Saturday, May 29, at 7:30 p. m. Order of the temple.

C. F. WIEGAND, Recorder.

SHRINER cards by a Shriner. Smith, printer, Commonwealth bldg., 6th and Ankeny.

EMBLEM JEWELRY a specialty; buttons, pins, charms. Jaeger Bros., 131-133 6th st.

DEATHS AND FUNERALS 75

MARSH—In this city, at her late residence, 550 E. Everett, May 27, Emily Jane Marsh, aged 66 years, daughter of Mrs. Rosabella Tarwood of Eugene, Or., mother of Harry A. Marsh of Hoquiam, Wash.; Mrs. Maud T. Richards and Ethel Marsh of this city; sister of L. H. Tarwood of Eugene, Or., and Mrs. George Cummings of Hood River, Or. Funeral services will be held Saturday, May 29, at 10 o'clock a. m. at Finley's, Montgomery at 5th. Friends invited. Interment at Riverview cemetery.

BJORKLUND—May 21, 1920, August Leander Bjorklund, aged 37 years, late of 676 Thurman street, beloved brother of Lars Alfred Bjorklund and Ernest Gustof Bjorklund. Deceased was a member of Court Scandia No. 7, F. of A., and also of the I. O. O. F. Private funeral services will be conducted Saturday, May 29, at 3 p. m. from Pearson's undertaking parlors, Russell street at Union avenue. Interment family plot Rose City Park cemetery.

ESPEN—At the family residence, 1108 East Morrison street, May 28, Edith Margaret, daughter of Mr. and Mrs. George Espen. Funeral services will be held Saturday, May 29, at 2 p. m., at the above residence, Breese & Snook in charge.

LARSON—In this city, May 21, Ole Larson, age 49 years, late of the Hood hotel. Funeral services will be conducted Saturday, May 29, at 10 a. m., from Pearson's undertaking parlors, Russell at Union. Friends invited. Interment Multnomah cemetery.

MISHAUD—In this city, May 27, Hattie L. Mishaud, aged 43 years, late of 543 E. 16th st., mother of Orrin J. Mishaud, Mrs. V. H. Miller and George E. Mishaud of this city. The remains are at Finley's, Montgomery at 5th. Notice of funeral hereafter.

KNUDSON—Funeral services of the late Theo Ervin Knudson will be held Saturday, May 29, at 2:30 o'clock p. m. at Finley's, Montgomery at 5th. Friends invited. Interment at Riverview cemetery.

M'INNIS—In this city, at his late residence, 835 Grand ave. N., May 27, Alexander McInnis, aged 66 years, husband of Esther McInnis. The remains are at Finley's, Montgomery at 5th. Notice of funeral hereafter.

GUERRERO—In this city, May 25, Peter Guerrero, aged 39 years. Remains are at the funeral parlors of A. D. Kenworthy & Co., 5802-04 92d st. S. E., Lents.

MILLER—In this city, May 27, Henry Miller, age 80. Remains are at the funeral parlors of A. D. Kenworthy & Co., 5802-04 92d st. S. E., Lents.

SMITH—In this city, May 28, C. C. Smith, late of 5119 88th st. The remains are at Finley's, Montgomery at 5th. Notice of funeral hereafter.

DEATHS AND FUNERALS 75

O'CALLAGHAN—In this city, May 25, Elmer A. O'Callagh