

NATION IS SCOOPED BY THE JOURNAL IN SERVICE TO BEACH

Double as Many Take Paper at Seaside as Before Hydroplane Service Was Put in Operation.

Pilot Fred DuPuy piloted The Journal seaplane express to Seaside Saturday afternoon amid delightful atmospheric conditions. He hopped off from the O. W. I. basin at 1:05 p. m. and arrived at Seaside at 2:30 p. m., consuming one hour 45 minutes in flight. DuPuy will not return to the home hangar until Monday.

One hundred per cent efficiency has been achieved in delivery of The Journal to the summer resort population at Seaside as a result of the weekday seaplane express service inaugurated June 16.

As a result of the extraordinary service, attempted for the first time in the United States by The Journal, circulation of the paper at the beaches has doubled. The delivery service of rivals in the afternoon newspaper field has been outdistanced by hours.

Morning papers from Portland reach Seaside after noon of the same day, and contain news of the day before. The Journal is delivered to its readers sometimes within an hour after the morning papers arrive, with the news of the same day complete.

FOGS HANG OVER COAST

Undeterred by storm and fog, the stable F-boats of the Oregon, Washington & Idaho Airplane company have gone through to the beach each day, the average flying time from Portland to the Necanicum river being 85 minutes. The earliest deliveries have been at 1:20 in the afternoon and with the exception of two days, when weather conditions were especially bad, the deliveries have all been before 4:30 p. m.

A few days The Journal's unique delivery service will be given to Astoria. The "dads" of that city have provided funds for building a landing float in Youngs bay for hydroplanes, and pilots of the Oregon, Washington & Idaho Airplane company will use this for the unloading of the papers. Astorians will thus be reading The Journal early in the afternoon each day.

High winds and fog are the principal obstacles encountered by the air pilots. Every afternoon, no matter how spotlessly clear are the skies above Portland, the pilots nose into fog banks around the mouth of the Columbia, and sometimes they are compelled to fly close to the water for the last 20 miles.

MANY TAKE CRUISE If west winds are encountered, the flights sometimes consume two hours, but if the air is variable and light, the pilots "hit pretty" all the way through, and reappear from terminal to terminal in well under one and one-half hours.

The seaplane express service has also stimulated air travel. In the five weeks that the service has been in operation, 23 passengers have been carried, some of these for the round trip. They have stepped from the planes wildly enthusiastic over the experience. They have made clean and exhilarating trips in one quarter of the time required on the trains. The flying time for some of the round trips has been less than three hours as against more than five hours for the one way railroad journey.

The passengers have experienced the

JOURNAL SEAPLANE REACHING GOAL



Pilot Clements unloading papers upon float in Necanicum after recent flight from Portland to ocean resorts

been best of the short run over the water, the lift into the air and the climb to a comfortable altitude. Then comes the ever changing panorama of the Willamette and Columbia rivers, a trip beautiful under any conditions, but of striking grandeur when viewed from above, where everything appears as on a giant map, done in all the colors of nature. One sees and appreciates the contours of the land, the meanderings of the stream, the cities and towns nestling in the green hills. In a few moments after leaving Portland the passenger discerns Astoria and the sparkling waters of the Pacific. Soon one is over the booming confluence of the Columbia and the ocean, and regretfully the air neophyte realizes that the plane will soon be descending to earth again. And quickly that descent comes, first in spirals over Seaside to announce to residents the coming of the plane with its cargo of newspapers, then the easy glide into the Necanicum and the approach to the float near the bridge, where an eager crowd always awaits.

Jewelry Is Called Necessity and Not Luxury by Freund

Jewelry is a necessity, not a luxury, Portland jewelry retailers, manufacturers and wholesalers were told at a dinner held at the Chamber of Commerce, by Harry E. Freund, manager of publicity of the National Jewelers' Publicity Association.

Freund claims that jewelry is a necessity to modern civilized life. "Emotional life is as important a factor in the world's affairs as physical life itself," he said. "It must have equally with physical energy its outlet and expression. Tokens of affection, sentiment and remembrance are necessities of human emotions. They always will be as long as there are sweethearts, wives and mothers, marriages and partings, daughters who leave homes as brides, and sons who go out to make a place in the world for themselves."

Albert Feidenheimer introduced the speaker.

Gasoline Shortage Is Proving Costly To Garage Owners

That the gasoline shortage of the last few weeks has resulted in the loss of thousands of dollars to garage men, hotel owners and roadhouse keepers all along both banks of the Columbia river is the information given to W. S. Park, secretary of the Tri-State Automobile club, which embraces Western Idaho, Southeastern Washington and Eastern Oregon as far south as La Grande.

Mr. Park has his headquarters at the Garden City. He says that the luncheon after a trip of three days down the North Bank road, during which he logged that route as far as Stevenson, Wash.

He was much surprised at the continued shortage along the route, stating that at Walla Walla, since the arrival of a car of gasoline to a private individual from California direct, there has been an unlimited supply in the Garden City. He says that the luncheoners along the north bank of the Columbia were unanimous in the expression of financial loss from a slackening of tourist traffic ever since the Shriners' convention.

Among those who report the heaviest loss in this regard perhaps is Mrs. C. W. J. Beckers, hostess of "The Eerie," just this side of White Salmon. She reports a similar complaint from Homer Rogers, manager of Mount Hood lodge and Cloud Cap Inn, near Parkdale, on the Oregon side, and from the management of the Guler hotel at Troutlake, Wash.

Reed's History Is Covered in Foster's Report Just Issued

Covering the history of Reed college from the time of its inception in 1910 to December, 1919, the latest Reed publication, the first report of the president by William T. Foster, is awaiting

distribution to the college mailing list. The booklet tells of Foster's administration, which ended by resignation early in January, with detailed explanation of certain Reed ideals, a summary of student and faculty statistics, and a statement of the success of graduates after leaving college.

Reed's policy of providing athletics for all students has been widely approved, according to Foster's report. Features of the Reed athletic plan which have met with general indorsement are physical examinations as entrance requirement, athletics for every student, a minimum of expenses, curbing of commercialism, subordination of the sports to educational aims and studies.

Unique among American colleges, Reed at the outset eliminated much of the so-called "college life" which is in many educational institutions, the dominant interest. Reed college has demanded of its students "intellectual enthusiasm" as the central aim, and its efforts in educational reforms have been recognized by such distinguished educators as Charles W. Eliot, president-emeritus of Harvard, G. Stanley Hall of Clark university, David Starr Jordan, chancellor of Stanford university, and Paul H. Hanus, professor of education at Harvard.

Woodland District Hard Hit by Heavy Electrical Storm

Woodland, Wash., July 17.—An electrical storm of unusual proportions, accompanied by heavy rain, visited here at an early hour Saturday morning, continuing for more than an hour. The electric transformer near the depot was burned out, and, unless some method of electric distribution can be devised, lights and water supply will be cut off from town until a new transformer can be installed. The water situation may be relieved by the use of gasoline engines to run the water pump.

The rain storms of the past week have done great damage to hay and cherries, and as these crops are extremely good this year the loss is keenly felt by growers.

UNKE MADE UP OF FEW SOLONS AND MANY WOMEN

Only 23 of Congressional Party of 88 Were Men; Economy Champion Frear Goes Along.

Washington, July 17.—(WASHINGTON BUREAU OF THE JOURNAL)—The official list of the congressional junket party to Hawaii, the Philippines and the Orient, which left San Francisco on the transport Great Northern after the close of the Democratic national convention, has been received here by the transportation bureau of the war department.

It shows 88 members of the party, 55 of them women. There are 2 senators and 21 representatives. All of the members of congress except three are accompanied by wives, sisters, sons, nieces or aunts. One takes a chaperon for his daughter. Representative Randall of California, one of the original promoters of the trip, takes his sister and niece.

No less than five congressmen have wives and two daughters sent for company, while Yale and Pennsylvania adds a third daughter, and Senator Sterling supplies a son and three daughters for the list. Representative Frear of Wisconsin, well-known denouncer of war waste and champion of economy, who headed the spruce production investigation committee in the Northwest, is accompanied by his wife.

Only three members of congress from the Far West are making the trip, all three from California. The war department states the civilian passengers will pay for their board en route, the rate for "board and lodging" on the transport is understood, being \$175 per day. The complete sailing list of the congressional junket follows:

Sen and daughter of Representative D. E. Anthony of Kansas; sister of Representative Frear of Wisconsin; wife and daughter of Representative E. E. Brown of Wisconsin; Representative Guy C. Campbell of Pennsylvania, his wife and two daughters; Representative Cassin G. Lowell of Iowa; Representative C. Iyer of Missouri, his wife and two daughters; E. F. Riek, secretary of Representative Porter of Pennsylvania, his wife and two daughters; Mrs. W. V. Hastings of Oklahoma, his wife and two daughters, and two sons; Representative H. H. Hays of California, his mother and aunt; Arthur J. May, son of Representative J. H. May of Utah; Representative John M. Moran of Pennsylvania and two daughters, Mrs. L. H. Rip, wife of Representative Frank Murphy of Ohio and son; Representative H. Z. Osborne of New York, and their daughter; Representative W. B. Rogers of North Carolina and son; Mrs. Everett Sanders, wife of Representative Shreve of Pennsylvania and his wife; Representative John H. Small of North Carolina, wife and daughter; Mrs. Margaret Steele, daughter of Representative Henry J. Steiwer of Pennsylvania; Representative Sterling of South Dakota, his son and three daughters; a son of Representative Summers, son of Representative Summers of Washington; Representative W. S. Vose of Tennessee, his wife and three daughters; Representative H. C. Woodard of West Virginia, his wife and son.

\$500 Gift Sent for Shrine Week Work of Portland Boy Scouts

In token of their appreciation for the fine service rendered by Boy Scouts during the Shrine convention, Al Kessler, temple has sent to the Portland council a check for \$500 to further the scout movement in the city. One English boy's refusal to take a tip from an American in London started the Boy Scout movement in America and one of the laws of Scoutdom is that a Scout may work for pay but must not receive tips for courtesies or good turns; hence, since tipping a scout is impossible, the Shriners hit upon this happy way of expressing their appreciation.

"It wasn't so much that the scouts were on hand to meet all of the trains and to carry people's baggage, that they conducted their own free rest tent and that they handled out ice water to all visitors, but it was the fact that they did all of these things with a happy smile and a manly courtesy that was most commendable, that impressed me," said W. J. Hofmann, chairman of the general committee for the Shrine convention.

That the visitors were favorably impressed is evidenced by the following letter just received by the scout executive, James E. Brockway, from M. W. Krieger, scout executive of the East St. Louis council of Boy Scouts:

"I tried my best to get around to your headquarters during the trip, but I was unable to do so. I was there directing the bugle and drum corps of Moolah boys of St. Louis and I want to thank you for the opportunity to not only thank you, but scout masters and particularly the boys themselves for the splendid way in which they handled out ice water to all visitors, but it was the fact that they carried a happy smile as they served us with their refreshing Portland water."

Chicago Engineer Makes Good on Trip After Jungle Game

San Francisco, July 17.—(U. S. S.)—Stewart Hodge, well known Chicago engineer, has gained the name of the world's greatest big game hunter through his sporting achievements on a 15 months' trip to Africa and India. Hodge and his wife, who accompanied him on the trip, reached here today from the Orient on their way to Chicago. Hides of wild animals bagged by Hodge weighing eight tons accompanied him as proof of his prowess.

Three elephants, 23 lions, 12 buffaloes, 10 rhinoceroses, eight hippopotami, 12 tigers and 21 zebras were among the major game of Hodge.

Canadian Indian Is Taken to Far North For Murder Trial

(United News) Montreal, July 17.—Rex Beach never conceived a finer setting for the start of an Arctic thriller than could have been seen here at pier 44, where the little Hudson Bay steamer Mascopee was being fitted out for a trip into the far North. It was not that the Mascopee was taking aboard the strange supplies that explorers carry when they are off for a cruise to the top of the world that gave the scene the proper atmosphere for a rattling good tale, but—

When it is known that on board the Mascopee, handcuffed to an escort prisoner, was Sergeant Douglas of the Canadian police, and that the sergeant and his prisoner, Quungwak, are being back-

into the wilds to take principal parts in a murder trial, the romance and plot began to develop.

Several months ago Quungwak killed two of his tribe. He escaped to Chesterfield inlet, where he found passage to Canada.

Word of the crime came to the Canadian mounted police and Quungwak was captured.

Doug and Mary to Return London, July 17.—(U. P.)—The Fairbanks-Doug and Mary—who are seeing Paris this week, have arranged for passage to the United States aboard the liner Olympia, leaving Southampton July 21. It became known tonight.

Marketing Conference Called Ames, Iowa, July 17.—(U. P.)—President J. R. Howard of the National Farm Bureau federation today issued a call for a grain and livestock marketing conference to be held in Chicago July 23 and 24.

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RAIL WAGE BOARD READY WITH REPORT

(Continued From Page One) 1, 1920, will depend a threatened general railroad strike. The insurgent strike which started last March, when thousands of switchmen and other classes of railroad workers walked out, was due directly to delay in granting the increase.

RISE CALLED SUBSTANTIAL The award, it was said, will grant increases which will be "substantial" in the minds of board members.

Railroad union leaders plan to be on hand for the announcement of the award. A mass meeting of more than 2000 national and district heads will be held to consider the decision. Among those expected to attend the meeting are W. G. Lee, head of the Brotherhood of Railway Trainmen; W. G. Stone of the engineers; President G. Shephard of the conductors; B. M. Jewell of the shopmen, and S. E. Heberling of the switchmen.

Demands of 70,000 railway express company employees, not included in the award, will be taken up by the board Thursday morning. The express men ask an increase of 20 cents an hour. This increase would be equal to more than \$30,000,000 annually.

Farmers' Field Day And Picnic Program Has Many Features

"Stunts" by each of the granges of Multnomah county, addressed by Senator George E. Chamberlain and Governor Olcott and program of sports, racing and dancing will be features at the sixth annual farmers' field day and picnic at the Multnomah county fairgrounds, Greenham, Sunday, July 21. The A. R. quartet will sing. Everything is to be free and farmers not members of the granges, as well as city folk, are invited to take their lunch baskets and participate in this big picnic. Pomona grange is sponsor for the event, and J. J. Johnson will be in charge of the program.

Guards on Way to Memphis Knoxville, Tenn., July 17.—(U. P.)—Threatened trouble, growing out of the resignation in a body of the city firemen of Memphis, necessitated ordering out of national guard troops encamped here. One machine gun company of infantry entrained here tonight for Memphis on an order from Adjutant General Sweeney.

COLUMBIA BEACH AFTER LUNCH LET THE CHILDREN WADE

After lunch the children were allowed to wade in the surf at Columbia Beach.

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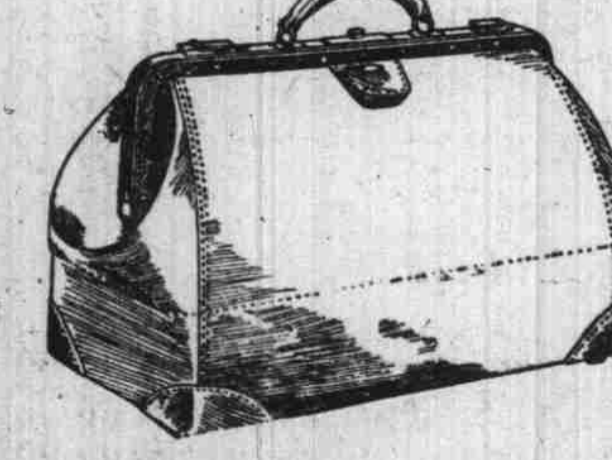
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