

WHEAT DECLINES AND FUTURES ARE NEARING \$2 MARK

Apparent Large Crops of Grain Factor in Drop in Prices on the Chicago Board of Trade.

Chicago, July 31.—(U. F.)—For the first time in more than two years, wheat futures on the Chicago Board of Trade were near the \$2 mark tonight.

A drop of 10 cents in December wheat today brought the total drop for the week to 45 cents and put the price at \$2.15. March wheat followed December closely, the final bid being \$2.15.

The drop in wheat was the feature of the week on the board of trade, but there was little sensational in its accomplishment. There were simply no buyers, and sellers daily lowered the figure at which they would part from their holding.

DROP IN SYMPATHY

Corn and oats dropped in sympathy with wheat, but to a lesser extent. For the week the losses in corn were: July, 30 cents; September, 17 cents; December, 17 cents. July oats dropped 9 1/2 cents; September and December 7 cents each.

The drop in provisions was not so noticeable. Leading traders saw in the dropping market evidence of an over-supply of grain in the country. Advice here was that with large crops of the 1919 crop still on hand, producers were hurriedly shipping to market, the extra supply hastening the decrease in price.

Weather conditions thus far have been ideal for harvesting and in nearly every state the yield has surpassed the government estimate.

In Kansas the excess over the estimate was 25,000,000 bushels. With an estimated carry over from last year of 109,248,000 bushels and a surprisingly large yield this year in the face of decreased acreage, traders professed to see an immense surplus this year. They also pointed to large yields in countries which were practically non-producers last year—namely Argentina and Australia.

The railroad situation also was a bearish factor, dealers having foreseen that a rate increase would not be withheld from the roads. They expected this to result in the strengthening of the roads through rapid addition of equipment and men so that grain will move readily to markets.

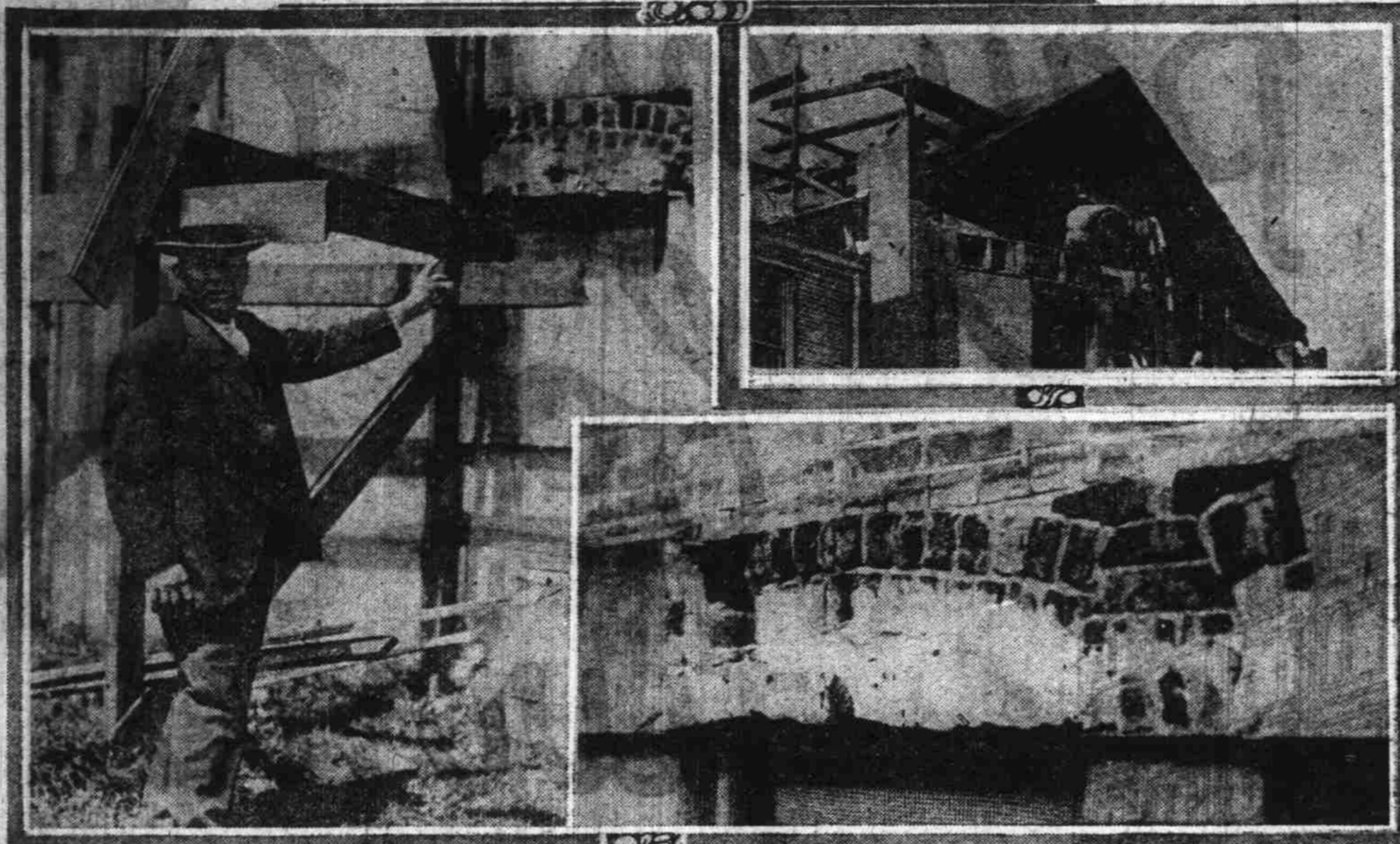
Closing prices on active futures today with the corresponding figures for the preceding week are:

	July 31, July 24.	July 31, July 24.
December	2.13	2.35
March	2.13	2.39
CORN		
July	1.33	1.33
September	1.34	1.51
December	1.39	1.57
OATS		
July	.69	.88 1/2
September	.68	.75
December	.67 1/2	.74
CASH GRAIN BOND		
Cash grain dropped correspondingly during the week, some comparisons being:		
No. 3 red wheat	1.22	1.25
No. 1 yellow corn	1.41	1.37
No. 2 corn	1.40	1.36
No. 1 W. oats	1.40	1.36
No. 3 W. oats	1.17 1/2	1.17 1/2
No. 2 W. oats	1.10	1.10

WHEAT PRICES QUOTED IN MOSCOW AFTER LONG DELAY

Moscow, Idaho, July 31.—Wheat prices were quoted here Saturday for the first time for months, although no new wheat has been brought in and none is expected for 10 days. Bluestem and Marquis were quoted at \$2.10; club, \$2.08, and Red Russian at \$2.06 in bulk. Oats at \$3.20 per cwt. Timothy hay, baled, \$34 per ton.

FAULTY CONSTRUCTION IN JAMES JOHN HIGH SCHOOL BUILDING



Left—School Director George B. Thomas showing arches over windows "keyed" with pieces of lath. Right, above—Photograph showing support of roof was inside arch of bay windows in east wall. Below—Brick of window arch resting upon frail window frame.

ENFORCEMENT OF AUTO LICENSE LAW WILL BE DELAYED

State Department Is Swamped With Great Mass of Business That Applicants Have Piled Up.

Salem, July 31.—Strict enforcement of the provisions of the automobile drivers' license law will probably be delayed until September 1 because of the inability of the force in the secretary of state's office to care for the mass of applications which have swamped the department. Secretary of State Koser announced Saturday.

Of approximately 150,000 applications which have been filed for driver's licenses up to date license cards actually made out number approximately but 35,000, it was stated.

Notice of the progress made by the licensing department has been sent out this week to all peace officers throughout the state, together with a notice of the appointment of the three field deputies authorized under the act of 1920, who, it is explained, will merely lend their cooperation to the regularly constituted peace officials in carrying into effect the requirements of the law providing for the registration of motor

vehicles and the licensing of operators and chauffeurs.

Arguments on the protest filed by the North Pacific Millers' association against a continuation of the emergency grain minimum shipments instituted during federal control of the railroads will be presented before representatives of the Oregon, Washington and Idaho public service commissions in a joint session at Seattle, August 1. It has not yet been determined which member of the Oregon commission will attend the conference. Millers of the three states contend that the minimum is too high and is discriminatory.

Four of the 469 accidents in Oregon industries reported to the state industrial accident commission for the week ending July 29 were fatal. Workmen losing their lives were Ole Dragovoid, sweeper, Bend; William Greshaber, laborer, Oregon City; Newton W. Lewis, laborer, Salem; and A. C. Duncan, logger, Powers.

J. W. Marriott, a member of Machinists union No. 62, Portland, has been selected by the State Federation of Labor to succeed C. M. Ryerson of Portland as a representative of labor on the committee of 15 named to pass upon proposed amendments to the workmen's compensation act, according to information received by Governor Olcott Saturday. Ryerson, it is stated, has resigned from the commission because of press of other business.

Bible Class Meeting
The regular meeting of the Alert Bible class of Wilbur Methodist church will be held Friday at the home of Mrs. F. S. Pierce, 535 Cora avenue. Each one is to bring a lunch. Coffee and salad will be served.

Church Union in View
Spokane, Wash., July 31.—Preliminary plans for the consolidation of the Salem Lutheran, Trinity Lutheran and Zion Lutheran churches were made by pastors of the three churches and probably will be perfected Monday.

JAMES JOHN HIGH SCHOOL LITERALLY "ROTTEN TO CORE"

Strongest Statements Made Are Less Than Facts About Serious Condition of Building.

The strongest statements that have been made about the condition of the James John high school at St. Johns are less than the facts.

The water table immediately superimposed upon the foundation wall was made of soft brick. These bricks may be dug out today and crumbled between the fingers. Yet since 1909 they carried the weight of the roof and the walls.

The furring of a legitimate building consists of small blocks of wood inserted at considerable intervals in the brick and to it the baseboard and the moulding are nailed. In the James John high school the furring consists of the sawed sticks known as "two by fours" which completely take the place of one inner course of brick at two altitudes on each floor. In the course of the years these "two by fours" have succumbed to dry rot. Upon the deck at which this article is written are several pieces of the furring taken from the walls and one projecting beyond its support has broken of its own weight. As the furring rots, the walls let down and the floors, yielding presented the slightly billowy appearance which distinguishes them today.

The walls of the building were supposed to be 12 inches thick. As a matter of fact they consist of two walls, each four inches thick and with no attempt to tie them together except as they began to crumble and develop double compound curvature. Then rods attached to exterior plates were run clear through the walls and fastened to the interior. The work, at one place, at least, the continued outward bulge of the wall had separated the woodwork of what should have been trussing several times more than equal to the stress upon them.

REST ON WINDOW FRAMES
The brick above the windows and doors was supposed to have been arched. The arching consisted of driving pieces of lath as "keys" between the upper edges of the brick. The rotting of the wood let the bricks down upon frail window frames as their sole support. In the case of the doors, the forms of what could with more justice be called arches, were left in place and these forms have prevented the slovenly brick work from sliding out of place.

In a building as large and heavy as the James John high school the support of the roof should have been columns run through to the foundation, or at the very most heavy partitions superimposed one directly above the other. The center of the roof of the James John high school rests on light trusses that swing free in the middle and are supported at the ends. They leave one wondering why they have not "jack-knifed" long ago under the strain. The weight of the center of the roof rests finally upon the lintels in the ceiling of the hall. These lintels should be heavy beams. They actually are "two by fours," separated by cleats.

SUPPORTED "BY AIR"
The weight of the outer roof areas is supposed to rest upon the walls. The architect's attractive design for the front of the building included extensive bay windows, each window separated from the next by about 18 inches. Had the roof rested directly upon these 18-inch supports the provision would have been insufficient. But what happened was that instead of carrying the roof were swung within the bay windows and there they have hung, supported as it were, by air since 1909. Before workmen could safely proceed with the duties in the repair of the building temporary supports in addition to those first devised for the roof were put into place.

And, by the way, last winter, before it was thought safe to admit an audience into the auditorium of the structure, stay beams were put into place. Urged to the structure by the effects of the building, but a noisome parallel to it, the sanitary facilities of the James John high school would do doubtful credit to an Indian camp.

Personal observation Friday morning, in company with School Director George B. Thomas, who says he began uttering warnings against the use of the James John high school two years ago, educated the facts stated. School Clerk R. H. Thomas also has

reported that the building is dangerous and the members of the school board are all convinced that it has long been in a state of the most dangerous disrepair that it should not have been used to shelter school children.

A report in more technical terms has been prepared by George C. Mason, his recommendation has been adopted and he has been given a contract at cost, plus 10 per cent, to make the repair. The repaired building will scarcely be ready to open until October.

The foundation walls and the roof will be left in place. The walls will be replaced, one at a time. One of the walls has already been nearly renewed. The crumbling brick of the water table will be substituted by solid concrete. The supports of the roof will be run through to the foundation. The unrelated partitions will be placed one above the other. The floors will be straightened out. The sanitary facilities will be modernized.

Eleven years have gone by since the James John high school, erected by the then separate municipality of St. Johns, was dedicated in honor of the name of James John, who donated the site. G. H. Burgraff, said to have been a resident of Albany, was the architect, and the firm of Kelly & Mahony the contractors. The building was, of course, not Portland property until St. Johns became by vote a part of Portland.

REPAIRS TO COST \$25,000
School Director Thomas spoke for the school board when he said: "The repairs will cost in the neighborhood of \$25,000. The building cost some \$30,000 11 years ago. We cannot build a new building at this time or until the present the special levy be levied to come in. But the James John high school will be perfectly safe. We wouldn't be fools enough to ask the children of St. Johns to enter it otherwise."

George C. Mason said: "The repairs will make the building safer. This is the special duty of a technical man. It is understood to be confirmed by the building inspector."

Minam Forest Is in Splendid Shape, Is Report of Rangers

Baker, Or., July 31.—R. N. Evans, supervisor of the Whitman national forest, and J. F. Irwin, foreman of forest rangers, have returned from Coy, where they have been for several days on a tour of inspection of the ranger stations, lookout posts and general conditions in the old Minam reserve.

Conditions were found to be of the best. The grazing lands of the Minam are reported to be the best since the season of 1912, although some of the lower breaks are beginning to dry up. No forest fires were encountered and the ranger stations and lookout posts were found to be in splendid shape. Work on the extension of the telephone system in the Minam will be started at an early date, it was also announced.

Central L.L.L.L. Union Is Formed at Hoquiam

Hoquiam, Wash., July 31.—A central union representing the locals of the Loyal Legion of Loggers and Lumbermen of Grays Harbor was organized Thursday with the following officers: A. A. Brown of Aberdeen chairman; Frank Lawrence, Hoquiam, vice chairman; D. O. Baker, Hoquiam, secretary; A. Rhodes, Hoquiam, treasurer. The harbor locals decided to take part in the Labor day exercises at Tokeland.

Entiat Springs Dry; Forest Fires Feared

Wenatchee, Wash., July 31.—A. H. Sylvester, government supervisor in charge of the Wenatchee forest reserve has returned from a trip 50 miles up the Entiat river and reports that springs in the district are dry this year for the first time in their history. The inspector states that a fire during the present heated spell would prove disastrous, and the entire force is using special vigilance.

Engine Is Derailed When It Hits Truck

Westport, July 31.—The engine of the westbound flyer was wrecked Friday, when the train hit truck belonging to the Warren Construction company. The driver of the truck, H. Schmitzke, stuck to his machine, attempting to back it from the track, but escaped unhurt. Freight cars on a sidetrack hid the train from the driver.

JAIL STATISTICS OF COUNTY GIVE INTERESTING DATA

Figures Compiled by Sheriff Hurlburt Show Inmates and Crimes, Compared Yearly.

Under direction of Sheriff Hurlburt a compilation has just been completed by his office of the character of crimes for which prisoners were placed in the county jail of Multnomah county in the years 1915 to 1919, inclusive, and the first half of 1920. Some interesting figures are disclosed.

In 1915, 2285 persons were sentenced to jail. The largest number on any single charge was for vagrancy, there being 487 of this class. Next came lar-

eny, with 321 persons jailed on this charge.

The 1916 record shows 100 jailed on the charge of vagrancy, 189 for violation of the prohibition law and 139 on larceny charges. The total number of persons jailed during that year was 1214. In 1917 there was a total of 1783 prisoners in the county jail, of which 287 were charged with violation of the prohibition law and 199 were charged with larceny. There were 185 juvenile cases. The record of 1918 shows a total of 1844 prisoners, with 124 persons charged with violation of the prohibition law, 305 charged with larceny and 265 juvenile cases.

The year 1919 brought 2533 persons with vagrancy and 102 charged with violation of the prohibition law, while there were 175 larceny cases and 372 juvenile cases.

The first half of 1920 shows 947 prisoners, of which 110 were larceny charges, 155 were juvenile cases and 58 charges of vagrancy, while the I. W. W. furnished 25 prisoners. Nine were imprisoned for dry law violations.

The records show some startling statistics on the number of persons held on insanity charges. In 1915 there were 359 such cases, and the year 1916 produced 330; but in 1917 the figures jumped to 552 and the next year to 422, and in 1919 the high record of 470 insane cases was reached. For the half year of 1920 there have been 226 insanity cases.

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