

3 MORE BISHOPS ARRIVE TO TAKE PART IN COLLEGE

Three more Methodist bishops arrived in the city overnight to attend the semi-annual meeting of the college of bishops May 11 to 17 at the First Methodist church. They are Bishops William Burt of Buffalo, N. Y.; Thomas B. Neely of Philadelphia, who is retired, and E. L. Waldorf of Wichita, Kan.

Bishop Charles B. Mitchell of St. Paul, Thomas Nicholson of Chicago and Frank M. Bristol of Chattanooga, Tenn., are expected during the day. The remainder of the American bishops will arrive Wednesday.

Telegraphic information was received by Dr. W. W. Youngson that Bishop William A. Quayle of St. Louis would not be able to attend the meeting, as his physician would not allow him to travel. Bishop Quayle recently underwent a serious operation.

STUNTS TO SPEAK

Arrangements have been made to have Bishop Homer C. Stuntz of Omaha, one of the great orators of the board of bishops, to give the popular address at the Auditorium on the night of May 17. Tickets which are being circulated giving the name of Bishop Quayle as speaker will be honored at the door. It is expected that Bishop Stuntz will talk on "The World Vision," giving a review of world conditions as he has seen them during his travels.

Bishop L. H. Wilson, secretary of the board of bishops, announced that Bishop Edwin H. Hughes, brother of the late Matthew Simpson Hughes, would give the address Thursday night at the First Methodist church at the formal reception for the board.

GOVERNOR TO WELCOME

Governor Olcott and Mayor Baker will welcome the bishops to the state and city. The reception will be open to the public. Should First church be overcrowded, arrangements have been made to have a bishop address an overflow audience at the White Temple. After the program the public will meet, the bishops informally in the Sunday school temple.

"The Christian church has the only outlook for the problem which the world is confronting today as a result of the world war," said Bishop Burt this morning. "If the church will awaken to its opportunities it can turn the engines of the radicals about and the world can move forward again. Then we shall have peace and prosperity."

Twenty-six years of the pastoral life of Bishop Burt were spent in Europe. For 13 years he was superintendent of Methodist work in Italy, living two years at Milan, two at Florence, and 14 at Rome. In 1904 he was elected bishop and assigned to Europe for the next eight years living at the Episcopal residence at Zurich.

FOUND RUSSIAN CHURCH

In 1912 Bishop Burt was assigned to the Buffalo area to which he has returned twice. He is proud of the fact that he established the Methodist church in Russia and France, and also views with satisfaction the manner in which all European Methodism looks to America.

The bishop said the time was never so ripe for a great evangelistic drive, but said he did not favor a movement by the preachers. "The church must seize its opportunity and move on mass. The church is well organized as a result of the Centenary and must advance. These men who gave so heartily to the financial campaign must now get into the evangelistic drive."

Northwest pulpits to which the bishops have been assigned for next Sunday follow:

PORTLAND

- First church—Morning, Bishop Berry; evening, Bishop Hughes.
- Centenary-Wilbur—Morning, Bishop Jones; evening, Bishop Bristol.
- Sunnyside—Morning, Bishop Stuntz; evening, Bishop McConnell.
- Rose City Park—Morning, Bishop Bristol.
- Central—Morning, Bishop Wilson.
- Sellwood—Evening, Bishop Wilson.
- St. Johns—Evening, Bishop Leete.
- Woodlawn—Evening, Bishop Mitchell.
- University Park—Morning, Bishop Neely.
- Patton—Evening, Bishop Neely.
- Montavilla—Morning, Bishop Hamilton.
- Lincoln—Evening, Bishop Berry.
- Mount Tabor—Morning, Bishop Burns.
- Woodstock—Morning, Bishop Burt.
- Clinton Kelly—Morning, Bishop Hartzell.
- Laurelwood—Evening, Bishop Jones.
- Lents—Evening, Bishop Stuntz.
- Epworth—Morning, Bishop Leete.
- Norwegian, Danish and Swedish churches in Vancouver Avenue Northwest.

gion Danish church—Evening, Bishop Burt.

German churches in Rodney Avenue church—Evening, Bishop Hamilton.

SEATTLE

First church—Morning, Bishop Leonard.

Green Lake—Evening, Bishop Leonard.

Queen Anne—Morning, Bishop Richardson.

Gilman Park—Evening, Bishop Richardson.

University church—Morning, Bishop Woodward.

TACOMA

First church—Morning, Bishop Henderson.

Mason church—Evening, Bishop Henderson.

Spokane

Central church—Morning, Bishop McDowell.

TEEN age group at afternoon service.

SALEM

First church—Morning, Bishop Hughes; evening, Bishop Burns.

Vancouver—Morning, Bishop McConnell.

The Dalles—Morning, Bishop Mead.

Hood River—Evening, Bishop Mead.

Eugene—Morning, Bishop Nicholson.

Corvallis—Evening, Bishop Nicholson.

Grainland—Morning, Bishop Mitchell.

Hainier—Morning, Bishop Shepard.

St. Helens—Evening, Bishop Shepard.

Voters Are Blamed For Existing High Taxes by Chapman

Indifference of voters to levies made for certain taxes and a consequent failure to watch the expenditure of public moneys are the principal causes of the present high taxes, according to C. C. Chapman, editor of the Oregon Voter, in addressing the Kiwanis club luncheon this noon in the Meltnomah hotel.

"Taxation has been the cause or one of the causes of all political wars," he said. "Our country was formed on the proposition of taxation with representation, but now the people do not know what they are doing. Taxes are levied in excess of the needs."

He pointed out that 60 per cent of the tax burden was caused by school taxes and that these taxes were levied by a few instead of the people at large.

"Taxation is like a brake," he continued, "if it is set tight, and it is in this state, it is impossible to operate the machine. The brake is necessary, but should not be used always."

\$5000 Scholarship Contest Is Opened

Salem, Or., May 10.—A prize four-year scholarship in any college or university in the United States, valued at \$5000, awaits the high school pupil composing the best essay of "Good Roads and Highway Transport." Announcement of the terms of the contest are being sent out to all Oregon high schools today by J. A. Churchill, state superintendent of public instruction. Essays entered in the contest must not be more than 500 words in length and should be in the hands of the high school principal by June 15. The best essay from each school will be sent to Superintendent Churchill's office and a state committee will select one to be forwarded to the national committee at Washington.

Merchants Will See Biscuit Plant

Invitations have been sent by the Pacific Coast Biscuit company to more than 3000 Oregon merchants throughout the state to attend a reception and "visiting day" given in their honor at the company's plant Wednesday. Visitors will be taken through the plant and shown the complete process of manufacturing biscuits and candy. The invitation includes merchants, employees and members of their families.

Woman Bootlegger Must Serve Term

Nettie Connett, woman bootlegger, must serve her term of six months in the county jail. Federal Judge Bean so ordered this morning when he was informed that the time had expired in which Mrs. Connett was given to file an appeal to the circuit court of appeals at San Francisco. Sentence also included a fine of \$500. Mrs. Connett was convicted with two men for operating a still on her farm near Bull Run.

Kalama Marriage Licenses

Kalama, Wash., May 10.—Marriage licenses were issued to Harold North of Portland and Jennie Wold of Astoria, Wilkie La Rose and Elizabeth Adams, both of Garolla; William Garity and May S. Kelly, both of Portland; William E. Rice and Mrs. Effie Cook, both of Rainier.

OREGON VETERANS OF FOREIGN WARS INSTALL OFFICERS

Installed by the commander-in-chief of the order, Captain Robert G. Woodside, D. S. C., the department of Oregon, Veterans of the Foreign Wars of the United States, came into official being Monday night at the Lincoln High School auditorium.

Held at a public reception for the national leader the installation ceremonies were performed before a gathering of ex-service men from the various orders in the city. The welcome to the state was made by Adjutant General George A. White, personal representative of the governor. Mayor Baker extended the welcome of the city. Lane Goodell, senior vice commander of the Oregon department of the American Legion, and J. T. Butler, departmental commander of the Grand Army, were also present to pay their respects to the visitor.

Captain James Gay of Portland was installed as commander of the newly formed department. Other officers duly elected and sworn in were: W. J. Chamberlain of Corvallis, senior vice commander; J. Harold Beylton of Eugene, junior vice commander; Thomas H. Maguire of Portland, judge advocate general; Dr. Joe V. Booth of Lebanon, surgeon; and Willard A. Elgin, chaplain.

This morning the commander in chief made an inspection of the veterans' plot in Mount Scott cemetery, owned by Over-the-Top post, and made a trip to Vancouver for luncheon. Tonight a banquet will be held at the Benson hotel at 6:30, prior to his departure for Seattle.

RAILROADS ARE UNDER INQUIRY BY SENATORS

(Continued From Page One)

BLAMES WAR

Railroad executives will be the first witnesses. T. Dewitt Cuyler, chairman of the Association of Railway Executives, said no change in existing legislation will be asked. He said difficulties of the railroads are not due to a breakdown of the transportation act. He argued the railway crisis is due to "perfectly understandable causes," most of them having their origin in the World war.

He declared the railroads will show that the extraordinary expenses of the past year are due to causes over which the railroads had no control, that difficulties are rapidly being surmounted and that from now on a progressively improving situation may be expected.

KRUTSCHNITT TESTIFIES

"Freight rates are not responsible for business depression," declared Julius Kruttschnitt, chairman of the board of the Southern Pacific, first of the executives to testify.

"It was a general deflation and fall

in prices from the heights to which they had been driven by war conditions that has caused a stagnation of business throughout the world."

"The government having strangled the railroads into something like bankruptcy at last removed its hands and permitted a sudden increase in rates that should have been gradual and started at least 12 years ago," said Kruttschnitt. "We should bear in mind and circulate widely the president's epigram: 'More business in government and less government in business.' The difficulties with the railroads are excessive operating expenses and an enormous amount of these expenses is the high cost of labor."

DOESN'T BLAME RATES

As evidence of his contention that freight rates are not responsible for business depression, Kruttschnitt declared that prices continued their downward way after the advanced rates took effect and pointed to the stagnation in ocean transportation while "ocean tonnage rates have been recently at the lowest point in their history."

"Many commodities would not move even if the freight charges on them were abolished entirely because producers can find no market," said the witness.

"The percentage of freight charges to the average value of commodities shipped in the early part of 1921 is only two tenths of 1 per cent greater than it was in 1914."

Some remedies for the present rail-

road situation were outlined by the witness, as follows:

1. Stop the use for common carrier purposes of highways built with public moneys without adequate tolls and proper regulations.
2. Make inland waterways built or improved at public expense carry themselves as to interest on cost and maintenance by regulating the common carrier traffic on them and by imposing adequate tolls.
3. Keep the United States government out of the business of operating steamships and stop the lavish expenditure of public money to provide coast-to-coast ocean transportation in competition with transcontinental railroads.
4. Tolls for use of the Panama canal should be sufficient to pay interest on its cost, operating expense and maintenance.
5. Do not deprive transcontinental carriers of coast-to-coast traffic by inflexibly enforcing a strict long and short haul clause.

Eight Divorces Granted

Chehalis, Wash., May 10.—Divorces have been granted here to the following: Millie Sherlie from Nels H. Sherlie, Beatrice E. Glasgow from William J. Glasgow, Nancy Ann Absher from B. D. Absher, Minnie Rush from Tom Rush, Berty Royce from R. R. Royce, Oscar Hoyt from Thelma Hoyt, G. M. Smith from Frederica Smith and James S. Saunders from Clara A. Saunders.

Let the Children in, too!

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