

IF WHIPPLE CAN BEAT LODGE, 1924 MAY CALL TO HIM

By Robert J. Bender.
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Washington, July 10.—The candidacy of Sherman L. Whipple, prominent Boston attorney for the Democratic senatorial nomination to oppose Senator Lodge in the November elections is regarded by national Democratic leaders as a sort of trial heat, preliminary to the 1924 presidential convention sweepstakes.

For that reason there may well be national interest in the outcome of the Massachusetts senatorial primary. If Whipple wins it, as he probably will, there will be serious talk of him for the Democratic nomination two years hence. If he beats Lodge in the election later he may be written down as the foremost "dark horse" in the Democratic paddocks.

CLOSE TO LEADERS
Those who are familiar with Whipple's political connections and with the situation now existing in Democratic ranks will realize his potentialities. He is an intimate personal friend of such influential Democrats as W. G. McAdoo, Bernard M. Baruch, Colonel E. M. House and Edward N. Tamm, formerly chairman of the United States shipping board.

All of these men have contributed to the urge that has just prompted him to make the race for the senatorial nomination in Massachusetts. The outcome, both of the primary and of the election, is of prime interest to Democrats, not only because of their prayerful desire to beat Lodge, but also because of their realization that within the next two years they must develop an outstanding figure to make the presidential race in 1924.

HOPE TO END FEUD
In recent months Democratic leaders have become firmer in the conviction that, though there will be strong efforts to nominate either McAdoo or James M. Cox in the 1924 convention, the best chance of the party would rest in selection of some candidate out of the bitter feud which has held away between the Cox and McAdoo elements within the party organization. Two men thus far have steadily risen to command the attention of party leaders—Senator Fomerehe of Ohio, and Whipple.

Fomerehe has come forward largely because of the fact that he is from President Harding's home state, and a victory there this fall against the administration would be regarded as of tremendous significance. But it is generally admitted a victory against Lodge, the last stalwart pillar of the once famous old line organization, leader of the Republican foreign policy, and with a political career overshadowed by no man in public life today would have a significance even greater than a Democratic victory in Harding's home state.

RECORD AS LAWYER
So, for the moment, Whipple is the man of the hour in Democratic circles. Starting out as a New Hampshire farm boy, Whipple went to Boston as early as 1880 and made a fortune as a lawyer. Today he is recognized as one of the greatest court lawyers in the United States. His opponent for the nomination is William Gaston, rich and a member of one of Boston's old families. It is expected that much money will be thrown behind their respective campaigns. Whipple, however, with the backing of Mayor Curley of Boston, is expected to defeat Gaston, backed by John J. (Honey) Fitzgerald, who is a candidate for the Democratic gubernatorial nomination and who gave Lodge the race of his life for the senatorship six years ago. It is generally conceded that Whipple would make the best campaign against Lodge of any Massachusetts Democrat in politics today.

Whipple told the writer some weeks ago that if he were a successful candidate for the nomination to oppose Lodge he would make his fight along the lines of Democratic principles versus Republican principles—concerning the cause of the many, including the poor, as against the select few, specifically the rich. Being a rich man himself, he is not opposed to wealth as such, but believes, he says, that its voice should carry no more weight in the councils of the government than the voice of the less fortunate.

WOMAN CUT WHEN AUTO HITS RAILING

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state, was caused by drunkenness and speeding. Two of the victims, held responsible for the crash, were lodged in the city jail, charged with reckless driving and drunkenness.

C. F. Yarnell, No. 19 East 75th street, and a brother-in-law, William Lawrie, living at the same residence, were driving east on Stark street at a speed, the police state, in the neighborhood of 50 miles an hour, when they attempted to negotiate the turn at East 75th street.

The speeding machine, which was hired from the Main Street garage, failed to go around the corner, but plunged into the automobile driven by Arlie Daves, No. 45 East 70th street. After wrecking the small automobile, the big machine kept on its destructive course, struck another car, driven by I. Linn Shumway, No. 1075 Corbett street, and then turned over on its side, throwing its two occupants to the road.

DRIVER CUT
Yarnell was cut under the eye and after receiving treatment at the Emergency hospital, was booked by the police for reckless driving and lodged in jail to recover from his alleged drunkenness.

Lawrie suffered several cuts on the forehead and severe laceration on the left foot. He was treated at the Emergency hospital and held on a charge of drunkenness.

A second occupant of the car driven by Daves escaped unhurt and Mr. Shumway's mother, who was riding with him, also escaped without injury. All three machines were badly damaged.

NONE INJURED
Luck saved seven persons from death or serious injury Sunday afternoon when a touring car, driven by Jack Pihla, 2554 Grant avenue, plunged from a roadway in City park, skidded down and across two embankments a distance of 50 feet and lodged against a tree. None of the occupants of the car was injured beyond minor bruises.

In the car with Pihla were his wife and four children and Sarah Levy, 15 1/2 Fifth street in City park, skidded to the machine while rounding a curve and the long plunge followed. The car remained on all wheels at the end of its journey and was not greatly damaged.

Kenneth Kelley, 8 of Eastcote, suffered a broken arm when he was struck by an automobile as he crossed the Columbia bridge Sunday afternoon. He was taken to Emmanuel hospital, REGENTS LIGHT SENTENCE
Protection for drunken automobile drivers is allowed under the present law, according to District Judge Richard Delch, who today lamented the restricted jurisdiction which permitted him to fine Ralph Almetier only \$100 and sentence him to only 180 days in jail.

The maximum penalty for reckless driving is \$400 fine and one year in jail, while the maximum penalty for

REIMBURSEMENT OF SHIPBUILDERS McNARY'S OBJECT

Washington, July 10.—(WASHINGTON BUREAU OF THE JOURNAL.)—Senator McNary's latest bill to authorize settlement of the claims of wood shipbuilders to reimburse them for losses during the war period is based upon the experience gained in making settlements by the shipping board war claims commission.

The bill was drafted after consultation between Judge Walter D. Meek, chairman of the commission; Emil Schlessinger, counsel for the shipping board, and shipping men with parties in the claims involving amortization of plants which were built with the expectation that enough contracts would be completed to repay the cost through profits on contracts.

JUSTNESS IS CONCEDED
The end of the war and the wholesale cancellation of contracts left the yards on the hands of the builders and numerous cases large losses. The claims commission after wrestling with these claims, came to the conclusion that its authority is not broad enough to direct payment of such claims, although their justice from the standpoint of equity is conceded.

The McNary bill proposes to meet this situation by authorizing reimbursement to these yards of additions to the yards under promises by repairing contracts. The bill provides that contracts would be awarded in sufficient amount to amortize these investments to the extent of losses sustained. It is provided that no allowance shall exceed the difference between the actual cost and the value at the time the yard was released, and without allowance for profits or plant depreciation.

TO INCREASE REVENUES
In the George Rodgers case, which was heard by the claims commission some time ago, but in which no final decision has been reached, one important point has been ruled upon which promises to grant a large measure of relief to wooden shipbuilders of the Columbia river district who at one time signed a release to the government. This release was executed in the course of adjustments in connection with the May wage scale, under which old contracts were surrendered and new ones entered into.

The shipbuilders showed that they signed release under the pressure after they had been assured that notwithstanding their signature they would not be held as a bar against future reimbursements. Statements covering the matter accompanied the contracts. The claims commission has decided to disregard these releases on the ground that they are not supported by any proper consideration.

It appears that these releases were exacted in eight or 10 cases in the Columbia river district, but the same contract was signed in many others that if the letter of the contract be regarded the builders in that district would sustain losses far in excess of those in other parts of the country.

Driving while intoxicated is \$100 fine and 100 days in jail.
"It seems like the legislature wanted to fix a punishment for a man who is going to drive recklessly has to do to get a light sentence is to get roaring drunk," said the judge.

Almetier's automobile ran into a car driven by Harry Clayton on the interstate last Sunday, both cars leaving wreckage. Clayton was killed through the fence. Deputy Sheriff Lamont arrested Almetier, testifying the man was drunk. Clayton's car was slightly damaged and bruised.

DRIVER TRIES TO BEAT

TRAFFIC SCRAMBLE
Oregon City, July 10.—An unidentified man and girl narrowly escaped at 8 o'clock Saturday evening, when an automobile in which they were driving was struck by the Shasta Limited, southbound, on the Southern Pacific line here.

The man, who was driving, attempted to beat the train across the Singer Hill intersection, headed up the hill. Reaching the track, he discovered that he was in the way of a train and in the direction opposite to that in which the train was running.

A car from the engine of the train was broken off, but only the fender of the car was damaged. The train, which usually goes through at such speed, stopped for a few minutes. The automobile left under its own power.

'RAW DEAL' AGAINST PORTLAND DISCUSSED

(Continued From Page One)

Department of the port and dock commissions. Both Hudson and W. P. Le Boeuf, representing the dock commission, averred that the least on shipping board boats are less out of this port than our competitors.

But figures further on in the hearing are to show definitely what are the facts. Senator Chamberlain opened with the observation that the committee's duty is to learn the adequacy of services by vessels under the American flag, and to see that the American flag provides for preferential export rates on ocean-rail traffic handled in American bottoms—should be enforced.

BOARD'S VIEWPOINT
Observation by Admiral W. S. Benson, third member of the committee, helped auditors in the dimly lighted old courtroom to visualize the shipping board's viewpoint. Only a few of the available American vessels are in service. The rest are rusting and idly posing pier. Preferential rates might make business for them and reduce, or perhaps, eliminate the annual deficit of \$5,000,000 which Uncle Sam is paying for the privilege of owning a merchant marine.

But Traffic Manager Hudson called the board's attention to the fact that while goods moving under export rates, subject to preferential under section 28, could be more than carried under the service now provided by the shipping board, vessels under the American flag do not carry the freight to all the ports indicated on the commission's list. He said that the service when and as needed. The fact that owners of foreign vessels also control freight tonnage and credits not taken into consideration or the further fact that these outside firms are locally represented in getting business of all kinds and transcontinental. Therefore Hudson testified: "It is my deliberate opinion that the application of preferential rates will accomplish nothing of a substantial nature in aid of the growth and development of an American merchant marine, nor

will it change or alter the routing of freight now diverted from this port by lower rates to competing ports. Nor will it bring the port into competition with the growing demands of commerce seeking ingress and egress through the port."

FREIGHT IS DIVERTED
Hudson testified that it is not alone the rates; the red tape and the insubstantiality of operation, as well as alleged discrimination in allocation of tonnage, the expanded use of the merchant marine, and hence cause the enforcement of section 28 to be unfeasible. He said that the rate situation under control of the interstate commerce commission diverts to the Atlantic seaboard freight from the mid-west area, which should move under export rates via Pacific ports when consigned to ports across the Pacific.

Chief Commissioner Lissner interrupted to say that such rates are under control of the interstate commerce commission, and that the shipping board to direct the attention of the commerce commission to the condition might be considered "an impermissible interference."

Lissner also demanded for the afternoon hearing that facts be presented to show more clearly whether harm would be done to the port through enforcement of section 28. He said that from figures so far presented it seemed there would be little effect.

LISSNER DODGES QUESTION
Joseph N. Teal, counsel for the Port and Dock Commission, hereafter asked if Lissner thought Portland could compete for silk and tea shipments with slow freight of tramp vessels, with the enforcement of section 28, and a smile rippled around the courtroom at Lissner's refusal in the distant past to pay for such claims, and to answer questions.

Traffic Manager Hudson's brief showed what the Port of Portland has done to help commerce. He spoke of the 44-foot channel at the harbor entrance and the 30-foot channel at the mouth of the Columbia river, the 22,320,000 spent by the federal government in the 1910s and 1920s on the \$4,000,000 which local private docks are estimated to be worth and of the \$44,138,368 which is the value of the port, city, private and federal funds.

RATE TABLE PRESENTED
He presented tables illustrating the discrimination in rates which favor Atlantic ports as against the other Pacific ports. He described the service which the port has received and used the growth of trade with Japan as a sample of the desirability of not applying restrictive measures which would deprive the port of foreign operators to do business in the port. Speaking of Portland he added: "The port is a restricted operation of its port, its facilities open to all domestic and foreign shipping interests, thereby assuring a continuing and increasing activity and maximum profit on the public investment."

The hearing has attracted the attention of interstate Commerce Examiner Gerry, of Beth Mann, traffic attorney of San Francisco; J. Fred Chamberlain, chairman of the Chamber of Commerce; Roger D. Pinneo, general traffic manager of the Port of Portland, together with representatives of local shipping and railroad interests. The Port of Portland is represented by Gus C. Moser, the dock commission by the Port and Dock Chamber of Commerce by Joseph N. Teal. At the time of the noon recess Senator Chamberlain indicated that the hearing might be closed today instead of continuing tomorrow as was originally contemplated.

FOREIGN INFLUENCE BASE OF TROUBLE, SAYS CHAMBERLAIN
Foreign influence and interest is under the surface of every labor trouble and every waterfront disagreement, and the American merchant marine, said the senator, will continue to be a trouble to keep American vessels out of the high seas if possible.

Such was the declaration of ex-Senator George E. Chamberlain, who, as a commissioner of the United States shipping board, presided before the members' forum of the Chamber of Commerce to tell Portland business men the extent of the fight which America must wage if it is to be kept in the lanes of foreign commerce. Underneath the daily movement of ships, there is a great conflict for supremacy in world trade, in the opinion of Chamberlain, who was supported in his assertions by two commissioners of the board—Meyer Lissner and Admiral W. S. Benson.

SEES MORE TROUBLE

"Ports and vessels of this country will continue to have trouble, and for foreign element is there to defeat American merchant vessels. We intend to scratch deep into these trouble and we will show to the world that people that some foreign influence has always been near the source of the trouble."

"Perhaps it may be British, perhaps Japanese, or perhaps some other country intent upon keeping American vessels off the ocean, but always the influence is there."

Chamberlain played the American representatives who sailed to foreign countries under foreign flags when American vessels could be available. He classified these men as "two by four" representatives and not worthy of the trust of America.

In answer to the defeated query of business men as to why they should patronize American ships when they can ship at cheaper rates on foreign vessels, Chamberlain dug into history, past and present, in support of American ship patronage.

SUPPLIED BY FOREIGNERS
Oregon's former senator said that the circuit of the globe by the American navy in 1900 had been possible except that foreign merchant vessels supplied the fighting craft.

Although in favor of the partial disarmament treaty which America entered into with Great Britain and Japan, Chamberlain said that the British were placed in a position to control the entire American fleet off the coast of America, and that the American fleet was a few of her big merchant craft with proper arms could drive the entire American fleet off the coast of America.

FEW WISE, POUND FOOLISH
Lissner proclaimed the policy of neglecting the American merchant marine as a sure way and a poor road. He said that unless every effort is strained to keep American ships on the seas, the economic condition of America could not be counted. He explained points of the subsidy bill and said that one of the features was that the bill gave advantages to American ships and that a patriotic patriot is considerably excited when the pocketbook of the individual is touched.

Admiral Benson discussed the merchant marine from the standpoint of the Port of Portland and said that Portland could not continue its remarkable development while three foreign vessels came to the port to every American craft. Both Lissner and Benson lauded the merits of the port and predicted that Portland would have a great future in the commerce of the world.

WARD'S STORY OF PETERS' SLAYING TO BE ATTACKED

(By Universal Service)
White Plains, N. Y., July 10.—When counsel for Walter S. Ward moves for the dismissal of the indictment against his client for the killing of Clarence Peters, before Justice Seeger here Tuesday, District Attorney Weeks of Westchester will attack the story of the killing as related by Ward's counsel to Sheriff Werner.

Sheriff Werner related how Allan E. Campbell, one of Ward's attorneys, formed the authorities the day after the slaying. Peters was identified that Ward was the man who shot Peters. Campbell said Ward had met blackmailers by appointment between White Plains and Purchase. Peters sat on the jump seat in Ward's automobile and at the point of a pistol ordered him to drive to the Kensico reservoir, where Peters' body later was found.

Peters had ordered Ward to get out of the car, keeping the pistol pointed at him. Peters backed out of the car on the right side and when he had one foot on the ground and one on the running board, Ward, who is left-handed, threw the pistol at Peters' head with his right and drew his own automatic with his left.

Peters' gun was discharged, the bullet going through the back of the neck. Ward at the same time shot Peters as he still held his arm. The slaying, Sheriff Werner related, took place at the Kensico reservoir. Peters did not drop immediately but staggered back about eight feet and fell.

The other two blackmailers, named Charley Rose and "Jack," who were in another car, then opened fire on Ward, who got out of his own car and went around in back of it at the right side, where he crouched and fired three or four times, one shot hitting "Rose" in the shoulder. The two blackmailers then sped away. Ward drove after them about a mile until he could find a good place to turn around. He then drove back, stopped and picked up Peters' revolver.

Four days after Campbell told of the shooting, Sheriff Werner said, Ward was surrendered and the statement on the shooting prepared by his attorneys was handed to the authorities in the county jail.

One thing Weeks contends is that it would have been unlikely for Ward to have crouched beside the right side of his car when he was shot. Furthermore, it was stated eight or nine shots were exchanged, yet the coupe was unscathed and picked up after the blackmailers in the night and on a lonely road following the pistol battle, the very spot where the shooting occurred was a late branch of the main road, making an ideal place to turn a car around.

Paper Asks U. S. to Save Europe With New Diplomacy

London, July 10.—(U. P.)—Plea to the United States to save the civilization of Europe was made today by the Daily Express, a newspaper formerly the collapse of Germany and based its appeal to America on belief that Germany's peril equally imperils all Europe.

The paper urged the United States to try the "new diplomacy" again and save Europe.

Police Find Clues In Plot to Destroy Gus Anderson Home

Police today were unable to solve the motive for the attempt to burn the home of Gus Anderson, No. 3041 41st avenue southeast, late Saturday night when burning runnyheads, soaked in oil, were found under a corner of his house.

Authorities have several clues, but nothing definite on which to base a charge. The intruder punched holes in two washbasins and cut a garden hose to prevent fire from spreading. The flames were extinguished before serious damage was done.

Daughter Comes to Wanamaker Home

(By Universal Service)
New York, July 10.—That another member of the noted Wanamaker family has arrived became known today when it was learned that Mrs. John Wanamaker Jr. had become the mother of a girl. The little one arrived two weeks ago today at the Wanamaker residence, No. 11 East 74th street. Mrs. Wanamaker, before marriage, was Miss Pauline Dillion of Philadelphia. Mr. Wanamaker is a son of Rodman Wanamaker. Their wedding took place in 1917.

France Evacuates Upper Silesia

Paris, July 10.—(U. P. N. A.)—All French troops in Upper Silesia have been evacuated, the foreign office announced today.

What!!
Yes!!
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Taxicab Driver Is Robbed of \$10.10 By His Customer

The last bandit has grown a mustache.
But police believe the mustached robber who took \$10.10 from George Silba, cab driver, at 17th and Madison streets late Sunday night, is the same man who held up three other drivers last week, in spite of the fact that previous descriptions did not credit him with the facial adornment.

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Silba, who lives at No. 287 Hall street, answered a call at 10th and Alder streets, where he picked up the young man, who asked him to hurry, as he was late for an engagement. Silba hurried to the scene of the hold-up, where he was quickly plundered of his money at the point of a gun. Silba said the youthful bandit kept up a rapid fire of conversation while he searched the driver's pockets.

BOND SALE DELAYED
Oregon City, July 10.—Sale of \$18,500 in road bonds, planned for today, by Clackamas county, due to a technicality in the procedure of advertisement for bids, has been held up. What-

er the offer of a Portland firm to guarantee sale of the bonds by the end of the first week in August will permit the court to go ahead with letting contracts for the road work which the bond money was to have covered will be decided, it is understood, this afternoon.

UNION SERVICES HELD
Milton, July 10.—Union services will be held here each Sunday evening during July and August by the Presbyterian, Methodist and Christian churches. The meetings are held in the Christian church, the pastors taking turns in supplying the pulpit.

Less Than Half Price for Women's Wear at The Bon Marche's Sale!

A THIRTY-NINE dollar Dress of Canton Silk Crepe is marked \$13.85. A group of Silk Dress Skirts that were ten to fourteen dollars are marked \$3.85. A group of Cloth Skirts that were as high as fourteen dollars are now \$3.85. Silk Jersey Petticoats that were fifty-nine to sixty-five dollars are now \$3.95. Bolivia Coats that were fifty to seventy-five dollars are \$19.85. Capes are the same price. A twenty-five dollar Jersey Coat is \$5. A twenty-nine dollar Sport Coat is \$9.85. A nineteen-fifty Cloth Dress is \$5. A twenty-five dollar One-Piece Dress is \$9.85. All the Chinchilla Coats that were twenty dollars and over, are \$6.85. A seventy-five dollar Duvetyn Coat is \$19.85.

A JERSEY Silk Suit that was fifty-nine dollars is \$23.85. Chiffon Blouses that were \$5.95 are \$3.85. Lawn Blouses that were two-fifty are \$1.85. A Suit of Blue Velour that was thirty-five dollars is now \$13.85. A Velvet Dress in grey that was twenty-nine-fifty is \$9.85. A fine group of Cheviot Suits, in all colors, that were twenty-five dollars are now \$9.85. All the Wool Jersey Suits that were nineteen-fifty are now \$6.85. Cloth and Silk Dresses (with Capes) that were forty-nine dollars are now \$18.85. Trimmed Hats that were ten dollars are now \$5. And all the hats up to five dollars are to be sold out at a Single Dollar. Canton Crepe Two-Piece Dresses (Dress and Cape Combined) are marked from thirty-five dollars to \$18.85.

Illustration shows one of the \$39.00 Crepe Cape Suits in the sale for \$13.85

THE foregoing items have been gathered from the window displays this morning. And for every garment shown in the windows there are dozens inside. Indeed, less than a tenth of the whole tale is told in this advertisement.

THE Bon Marche is determined to unload at any cost. Indeed, "Cost" is of small matter. "Whatever the public will pay" is the order. If a group of garments fails to sell at the sale price they're marked down again. Saturday night the writer marked a collection of magnificent wraps down—while they were in the windows—and in full view of an astonished crowd! Something like this happens every hour—at the Bon Marche—and the more who come early to "come early" at such a sale as this. Nobody could keep them away. We shall start the sale again tomorrow at 9 o'clock.

I thank you,
GEORGE FRANCIS ROWE.

The Bon Marche THIRD AT MORRISON

P. S.—Time, 11 A. M. After the above "ad" was written and sent to The Journal, we went through the stock of Women's Suits and marked them all down again. There are forty-eight in the collection. Made of fine Tricotine, Poiret Twill, and other plain fabrics of the finest order. Some are embroidered—some beaded—some plain. Stunning affairs for "dress" occasions. The prices a week ago were—Thirty-five, forty-nine, and fifty-nine dollars. This very minute (while I am dashing this ad off on a borrowed typewriter in The Journal office) these suits are being marked down to nineteen-eighty-five in the Bon Marche! And that's the sort of a sale this is!

G. F. R.

Let Us Help You Cut Your Laundry Bills

35% to 40% Phone East 3738

Better health, less worry, more leisure—this is what the NU-WAY LAUNDRY is accomplishing for hundreds of Portland women.

This system is the most modern and complete from the standpoint of cost, it can't be beat.

GIVE ME A TRIAL THIS WEEK
LET ME SHOW YOU
—Phone Today—
East 3738

Our System
No laundry marks.
Charged by the pound.
Every washing kept separate.
A finished washing—your clothes ready to wear and the linen ready to put away or use.
All washed and ironed at a saving of 35% to 40%.

THE NU-WAY LAUNDRY
Spelled "NU-WAY" in the Telephone Directory—NOT NEW WAY



While Fruit Is Plentiful

make perfect preserves, jams and jellies with 1/2 sugar and 1/2 Karo Crystal White—instead of all sugar. Be sure to ask your grocer for Karo RED LABEL.

FREE! Ask your grocer or write Corn Products Refining Company, Dept. A, Argo, Ill., for beautiful and instructive Karo Preserving Folder.

Selling Representatives
HOLMAN FUEL CO.
Portland, Ore.

Karo
RED LABEL
TRADE MARK

Karo
RED LABEL
TRADE MARK

for
Perfect Preserving

Save From \$1.50 to \$4 Per
Cord on Your Wood Order

Ask Broadway