

'HENRY AND ME' MEETING SPOILED BY SUDDEN RAIN

Topeka, Kan., July 24.—Muddy roads caused the postponement today of Governor Henry J. Allen's invasion of William Allen White's home town, Emporia, to speak at the scheduled "Henry and Me" day.

Governor Allen had planned to motor to White's town early today. Heavy rains spoiled the trip and the first meeting with his "pal," White, since the tilt between the good old friends over White's fight for free speech in Kansas.

The governor announced he would go by train tonight to Emporia and make his scheduled address at the normal school there tomorrow morning. White sat in church Sunday and heard gentle criticism of his fight against the state industrial law at the hands of his own pastor, Dr. J. H. Rice.

White, fighting for his principles to the end, still maintaining that any law that prohibits posters expressing sympathy for strikers is usurping the rights of free speech and free press. His case will be heard in October.

Dr. Rice, sermonizing on the golden rule, before a large and interested audience, put it this way:

"In applying the golden rule, the individual must first look up his code of ethics and from the composite of the individual, the community's ethics are made."

The pastor explained later that by this he meant White had chosen ethics which did not fit in with the ethics the state had selected.

But whatever the state and church may think of the governor and editor's stand, hundreds of Emporia citizens maintain that he is right, and his trial, when it comes up, will be followed with interest throughout the state, exceeding anything that has happened in Kansas in years. Several merchants declined to listen to White's appeal after his sermon, and let the crowd determine the case. They were still up Sunday.

Bay-Roseburg highway which is in process of construction. From Coos county the route lay along the Pacific ocean over the Roosevelt coast highway through Curry county to Crescent City, Calif., where junction is made with the Redwood highway of California. After fraternizing with the citizens of Del Norte county and making a most excellent impression, the Oregonians returned to their state over the Crescent City-Grants Pass highway, detouring for a night's stay at the Josephine county caves, which have recently been made accessible to highway traffic.

THROUGH ROGUE VALLEY
From Grants Pass the commission went through the Rogue river valley to Ashland, crossing the Cascade mountains over the Green Springs mountain road to Klamath Falls, thence to Lakeview and Bend. From Bend the direction was northwesterly to Prineville, thence across the Ochoco range to the John Day highway, which was traversed to the eastern terminus at Ontario. At this point on the border of Idaho the Old Oregon trail was taken to Baker and La Grande, and thence into the Willaflow country on a side trip. The next point reached was Pendleton, whence the Blue mountains were crossed to Mount Vernon in the John Day valley, where the direction taken was toward the celebrated Picture gorge to Spray. From Spray the route was diverted over the mountains to Heppner, and thence to Portland.

THROUGH STATE ENDS
A feature of the trip was that it lay through the extreme southeastern and northwestern portions of the state, which are gradually being connected with the main body by the development of the state highway system. At many places the commission inspected work under construction and heard petitions for further development. An outstanding impression from the trip was the magnitude of the highway work which has been accomplished during the last few years connecting isolated communities and the great amount of work yet to be done before the state system is complete.

To the commission one of the most gratifying things was the appreciation expressed by local communities, especially in the sections which have heretofore been shut in, for what had been done towards providing a way out for them.

WITHOUT MORE TAXES
In his talk to the various sections Chairman Booth stressed the fact that while much work remained to be done it could be accomplished with the available resources without increasing the present burden of taxation. He estimated that within the next five years, by the aid of federal appropriations, the system as at present outlined might be finished. He paid tribute to the poor counties which had contributed more in proportion to their wealth than the richer ones.

The trip revealed that while there has been expended on the state highway system approximately fifty millions of dollars thus far, the money has been well spent in construction that will be permanent and of the greatest service to the state as a whole. It would be well if every person in the state could go over the work.

They would lose misconceptions arising out of local viewpoints and there would be developed the great breadth of the work which is linking together the remote and populous sections of the state. A measure of what has already been accomplished in state road work is that the commission made the 2500-mile trip in a space of half the time which would have been possible one year ago.

EASIER NEXT YEAR
Next year it will be more easily done.

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The close of this year's construction will complete the Old Oregon trail between Baker and Ontario. The road along the coast from Coos county south will be greatly improved, the worst sections being taken out and into the Coos Bay region from Roseburg there will be a gravelled road.

The John Day highway from Arlington to Austin will be virtually finished and the Oregon-Washington highway will be almost a standard road with the completion of the last few miles connecting it with the Columbia river highway at the mouth of the Willamette.

The completion of the road from Island City to Enterprise will open up the wonderful Walla Walla country. Supplementing state highway work the state revealed that the different counties of the state are doing much excellent work in the building of market road connections.

WATER PLANT IS SAFE FROM FIRE

(Continued From Page One)

clouds of smoke pouring up from the hills back of Willamette Heights Sunday and were concerned considerably whether the northwest wind would drive the flames down to the heights. Reports were received that the fire was three miles from the heights and was burning slowly through a great amount of green undergrowth on the already had burned over three acres Sunday.

It is not believed that there will be any danger of the fire on the heights, unless a stiff wind should arise and drive the flames over the ridge upon which it is burning.

LEAVING FOR FIRE
Adam Wright, supervisor of the Columbia national forest, just across the Washington line, is leaving tonight for the Coweeman river fire west of Mount St. Helens. This fire has been burning on private lands since May, and although state foresters and association members have been fighting it, reports have reached Wright that the fire has spread to within a few miles of the national forest boundary. Wright will investigate the situation.

GRAY'S HARBOR PROPERTY
DESTROYED BY FOREST FIRE
Olympia, Wash., July 24.—A fire which started in the Walker Brothers camp, between the two forks of the Humptulips river, in Grays Harbor county, spread Friday and Saturday night to the Humptulips Logging company's camp, destroying considerable timber, according to an unverified report. State Forest Supervisor F. E. Pape stated this morning upon his return from inspecting the forest fire situation in that county. Another fire is reported in the Wynoochee timber company's works north of Montesano, which is said to have burned through 4,000,000 feet of cut logs, doing a little damage.

Assistant Warden Rattie, for the Washington Forest Fire association, stated that a fire has crossed from Snoqualmie, near Stampede guest, and that another had fire has been reported on French creek, at the head of Leicle creek. Sylvester, asked for 12 miles of emergency wire.

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REPRESENTATIVE OF RAILROADS CRITICISES LABOR

Labor leaders do not want peace and do not want justice, in the opinion of Charles Dillon, assistant to the chairman of the Western committee of the National Association of Manufacturers. In an address before the members' forum of the Chamber of Commerce at noon today.

Dillon said that the great trouble with the country today is the situation which is being spread broadcast by the union leaders. He denied that 23 cents was to be made the basic wage for 100,000 maintenance of way workers, but that on the contrary only 6702 were affected by such a low wage.

The representative of the executives association said that the railroad workers should have had their strike last fall, but that B. M. Jewell, their president, was unable to persuade them to leave work. He said that there was only one basis upon which the present strike was founded and that was the contracting of shop labor and with the result that the unions have caused a nationwide strike with resultant tragedy because the workers want to punish 19 or 20 railroads.

The railroad workers left themselves to the mercy of the leaders and then allowed themselves to be led astray, said Dillon. "The railroads never denied that rates were too high, but they have never had the spirit to lower them," he declared. "The labor bill, which they had inherited from the government, was remedied."

He said that unless a more friendly spirit was shown by labor and the business men, the railroads would drift into government ownership, which, he declared, would be a magnificent way to get higher taxes.

Overregulation is choking the railroads, and the managers should not be criticised for a condition that they did not create, said Dillon, who declared that William G. McAdoo ran the railroads during the war, and not the managers. He played McAdoo and his activities during the railroad administration.

"The mistakes impression prevails that the railroads are trying to break down the unions," Dillon said. "The railroads never have and are not now trying to impose hardships upon their employees. They never have believed labor a commodity to buy and sell."

Dillon made a review of the present situation of the railroads, predicted that if the coal strike was over the railroads of the nation would be unable to handle the tonnage offered, since traffic has improved despite the cutting out of one third of their business through the closing of the mines. This, he said, was an indication that high rates were not causing a slackening of business.

NEW UNIONS FORMING
Chicago, July 24.—(I. N. S.)—Western railroads will form new unions to take the places of the "outlawed" striking shop granta. Samuel M. Felton, is reported in the Chicago Great Western railroad, and spokesman for the Western railroad executives, announced here today.

Formation of the new unions is being undertaken by the roads individually, Mr. Felton said.

He declared that, so far as he could see, there was no necessity for calling a meeting of the executives to discuss the plan.

Spokane-Portland
Auto Run Is Made
Without One Stop

Completing the first half of one of the most novel automobile runs ever attempted in the Northwest, Fred D. Hahn arrived in Portland this morning from Spokane after making the run in a Durant Four touring car without a stop of the wheels or motor.

Three times the run was started. Last Thursday noon the car cranked from Spokane after the hood, trunkcase, ignition and starting motor had been sealed by the Spokane manager of the American Express company.

The car was started by Commissioner Reid of Spokane county in the presence of representatives of the press and the run was successful as far as Walla Walla, where which point two loose horses on the highway halted the car and the crew, M. Z. Bulkley and Al G. Waddell, returned for a fresh start.

Friday evening at 8 o'clock the second start was made and at Pomeroy the right rear tire went flat and another start was necessary.

The third attempt was made Sunday. Bulkley started from Spokane at 1:30 o'clock and reached Pendleton at 11:55, where he turned the wheel over to Hahn, who continued in to Portland.

Y. F. Preston of Spokane took the wheel at Portland and started for Spokane to be relieved at the wheel when he reached Pendleton by Bulkley.

Gas was taken on the run through a funnel rigged in the tonneau. But one filling of oil and water was used so through the entire run, the hood being sealed.

Services Held for Mrs. Anna McGinn At Pro-Cathedral

Final services were held for Mrs. Anna M. McGinn, mother of Henry E. McGinn and widow of Charles McGinn, pioneer baker and cracker manufacturer, at St. Mary's pro-cathedral this morning at 9:15 o'clock, with interment at Mount Calvary cemetery.

The funeral procession moved from the family home, No. 181 North 23d street, at 9:15 o'clock, and stopped at the pro-cathedral. Pallbearers were John F. Daly, Joseph E. Wiley, Charles A. Shea, Rowland E. Chapman and Irving R. Skarua.

Mrs. McGinn was 87 years old. She came to Portland in 1868.

'RESTING' ABROAD
IS AN AWFUL JOB
(Continued From Page One)

national law, foreign exchange, world politics, geography, weather forecasting, dietetics and plain and fancy laundry.

Everything in Europe, from its topography to its soap, has changed, not excluding the coffee, manna, forms of government, public vehicles and attitude toward tourists. For that matter, even the tourist himself has changed. He used to be largely American, now he's Dutch and Swedish and Russian in vast numbers. He used to be carefree and pleasure seeking. Now he's careworn and busy as a bee.

The average respectable American family touring modern Europe for two or three months has actually spent more time in police stations this summer than "Gyp the Blood" ever did in his most sanguinary days.

Also the A. R. A. P. tourist's bedtime conversation with the rather harassed looking kimono who is washing out silk stockings in the washbowl and pasting handkerchiefs expertly on the mirror is pretty sure to run something after this fashion:

"Now, listen, Belle, I've got to go over to the Czechoslovakian consulate first thing in the morning, because if I don't get there early the place'll be so jammed I'll have to stick all day. Carlsbad used to be in Bohemia but now it's Czechoslovakian and you have to have a separate visa. I'll try to be back by six and you be here, won't you so that we can go over to the police and report that we're leaving tomorrow."

"And, by the way, you'd better tell Ed that he's got to go to the police station some time tomorrow. He's been here 24 hours and next thing he knows they'll shoot him at sunrise or something."

ROOM REAL PROBLEM
"If you're going to be anywhere near the American Express office, which you'd drop in and see if they got an answer to that Frankfurt wire about a room, because, look, if they haven't got a room, as well stay here. Remember how we drove around from 9 to 5 in Vienna trying to find a place to lay our heads?"

"After lunch we can see about that ausfuhrbewilligung for the two peasant shawls and that luncheon set you bought. Otherwise they'll grab 'em away from you as well stay here. As you're a free born American citizen, and, say, a fellow I met yesterday in the bar told me we've got to have two extra photographs besides those on our passport pictures—I don't know—ask him. The police, I suppose. They put 'em in their rogues' gallery or something, I guess. And, go, I told Jen I'd go to the steamship office with her some time in the day to see if I couldn't help her get some kind of passage home. Way it looks now she'll have to stay here indefinitely, or swim. Well, don't blame me. I can't help it if you haven't seen anything of this town but the police station and the hotel and the consul's office. After what I've been through you'll never hear me complain about working 18 hours a day during the holiday rush season at the factory back home. That'll be a rest, that will."

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Ask Us How

STANDARD
BRICK & TILE CO.
14 FIFTH ST. SEWY, 6418

Real Burned Clay Brick

TWO YOUTHS HELD FOR TAKING GIRLS AWAY FROM HOME

Jack Kennedy and Lee Confrey, 20 and 18 year old boys, are facing a white slavery charge in the federal court today, in connection with an automobile trip from Los Angeles to Roseburg with Norma and Ruth Gray, 14 and 16 years of age.

The girls testified this morning that they wanted to escape from their guardians in Los Angeles and join their father in New Jersey. They met Confrey at a picture show on a Sunday night. Acquaintance developed rapidly and Norma saw in him a way to escape from her guardian. On Wednesday she ran away from home and went to Ruth, who was in a private family. They telephoned to Confrey to come and get them and Wednesday night they took a room at a hotel.

LEAVE LOS ANGELES
Early Thursday morning Kennedy appeared and said the police were after them, whereupon they all went to a woman friend of Confrey's and stayed until about midnight Thursday. Then came the warning of police again and the four left Los Angeles in an automobile, making only a few stops to rest.

The girls testified that Confrey suggested marriage so that they could get over the line all right. Confrey with Norma and Ruth, with Kennedy, and that if they didn't care to keep it up after they got over the line they wouldn't need to. But they just put it off and never carried out their plans and then Ruth objected to marrying Kennedy.

BLAMES SISTER
At Roseburg they ran out of money and Ruth got out to sell her fur choker to obtain funds to continue their journey. She was arrested by a juvenile officer and the other three continued their journey for a few miles out of town, when Norma decided she didn't care to go on without her sister and had the boys drop her off at a farmhouse.

Ruth testified that the plan to escape from their guardians originated with her sister and she went because she didn't want her sister to go alone.

Side-Swipes Other
Cars; Hits Train;
5 Dead and 4 Hurt

San Francisco, July 24.—(I. N. S.)—Two families were virtually wiped out last night returning from a Sunday's outing.

Hastening home, Thomas Lynch cut around other machines and his car was hit by a Market Street Railway company car at Railroad street. Lynch, his wife and their 5-year-old daughter Mary were killed outright, as were his sister-in-law, Mrs. Bridget Lynch, and her 4-year-old son Philip. In a dying condition in the hospital are Miss Katherine Garvin, sister of Mrs. Thomas Lynch; Marie Lynch, 3, twin sister of Philip; Katherine Lynch, twin sister of Mary Lynch, and John Lynch, 6, son of Mrs. Bridget Lynch.

The Lynch automobile took fire and it was with great difficulty that the living were rescued. Painful burns added to the severity of the injuries of those not dead.

Four Prisoners on
Way to Leavenworth

Four federal prisoners will start this evening for Leavenworth, Kan., to begin terms at the federal prison ranging from 12 to 18 months. They are Thomas Ryan and Homer Earl, convicted of peddling narcotics, who must serve 12 months each; T. Takamoto, likewise

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Right Off the Bat We Sold 16 Used Cars

When this copy is being written our big used car clearance is not two days old—yet we have sold 16 cars and right now the house is full of folks looking over the splendid bargains we are offering. Every car in the house is reduced and every car bears far which shows the price plainly. The savings we are offering are apparent to all.

Prices Range From
\$125 to \$1250

Light Cars Taken in
Trade

Bring in your light four and trade it on a light six that will afford you comfort and driving satisfaction such as you have never known.

Easy Terms
A reasonable payment down and the balance on easy monthly installments makes any car in the house your own. You will like doing business the Mitchell way.

40 Years in the Northwest

Broadway at Everett
Portland, Or.

We Tell It With VALUES

"Sweet Sixteen"

Women Everywhere
Ought to Know

—that "Sweet Sixteen" garments are not exclusively created for the Miss. So many women of maturity, insisting on preserving their youthful spirit and appearance, demand "Sweet Sixteen" styles that long ago "Sweet Sixteen" style thoughts were put into every Coat, Dress, Suit and Wrap we present in sizes for all ages and all figures from the petite to the portly, in every number from 16 to 44.

New Creations

have just been brought to notice in pronounced style changes, leaning to the Fashions for Early Fall.

Beautiful? Well, Yes!

—and in value they out-value anything ever brought to our attention at.....

The New Styles
Are Surely Charming

—all made in accord with the fine standard of style, needlework and finesse established by "Sweet Sixteen." Somehow they manage to place themselves as the center around which all interest revolves.

See Them in Our Windows

145-147 BROADWAY

Sweet Sixteen