

AUTO CARAVAN RETURNS HOME; 'FAIR PUT OVER'

Noisily greeted by a big crowd of Portlanders, the 1922 fair caravan swung into town on scheduled time Sunday evening with all the pep and enthusiasm the caravaners showed when they pulled out a week ago Saturday at noon.

The first car to arrive at Sixth and Morrison streets, Sandy's official photography car, reached the point for disbanding at promptly 6:30 o'clock. The other cars were on the scene in a few minutes headed by four police motorcycles with sirens screaming.

The crowd was cheering and everyone who could get close to Mayor Baker caught his hand with enthusiastic greetings. The mayor was immediately hustled to the running board of one of the caravan cars and called on for a talk.

"We want to thank you all for the cooperation you have given," the mayor said. "We have had a wonderful trip, and so far as the state is concerned we have put it over. We have accomplished what we set out to do and now it is up to you citizens to help us finish the job."

COOPERATION ASKED

"We are going to organize a 'caravan club' to boost the fair, and everybody who started out with us or joined us on the trip will be eligible. We have started something that will go down in history. What we have done is not altogether for the fair but for the people of Oregon as well. When the people of the state right with us, we were given wonderful treatment and encouragement in every town that we went into."

Led by Walter Jenkins the crowd and the caravan sang "When you come to Oregon in 1925," the official exposition song. With the singing completed, Jenkins demanded that the crowd sing "Old George Baker's better than he used to be six or seven days ago"—a parody on "Forty-five Years Ago." On the request of the mayor, Jenkins sang the state song, and three rousing cheers were given the caravan.

As soon as the crowd began to disperse, a number of tourists and representatives of civic organizations greeted the mayor and congratulated him on his successful trip. The mayor was escorted to the limit.

TRAVEL 1400 MILES

Nearly every car made the entire trip. Some refused to run in from Salem on the crowded highway at the necessary speed to arrive at 7 o'clock.

The caravan left Eugene Sunday morning at 9 o'clock and made short stops at Junction City and Monroe. At the latter place the caravan detoured and visited the Oregon Apple Company orchards of 400 acres. Here, Sandy, the photographer, took moving pictures of the boothers eating apples.

At Corvallis, the biggest crowd of the day greeted the visitors. Mayor N. R. Moore welcomed the caravan, saying that Benton county was strong for the fair because it had not forgotten the Lewis and Clark exposition.

Mayor Baker made the longest speech of the day at Corvallis, where Otto Hitzig, secretary of the State Federation of Labor, also spoke. Lunch was taken at Albany where a rousing reception was given the caravan. E. D. Cusick introduced Mayor Baker for a speech in the absence of Mayor Young.

At Salem, Dr. Utrier, introduced as mayor pro-tem, introduced Mayor Baker. The radio outfit from Vancouver Barracks broadcast the speeches at the state capital.

Salem was the last stop and a record run was made into Portland.

MANY TOWNS VISITED

The caravan left Portland at noon, Saturday, August 12, and arrived in The Dalles for the night. The caravan left The Dalles Sunday morning and arrived in Pendleton, the next main stop for Sunday night. Lunch was taken at Hesperia Monday noon and Condon was reached that night.

Tuesday night the autoists arrived at Bend, where they were met by Mayor E. D. Gilliam. Dinner was given at night for the Portlanders at the Pilot Butte inn.

A rousing reception and a chamber of commerce dinner featured the program for Klamath Falls. The caravan was greeted there by a reception committee of about 125. Friday was given over to a visit to Crater Lake, where a dinner was given and a dance held in the evening.

Ashland and Medford were the main stops on Friday, where Mayor Baker told the citizens of the purpose of the trip and the plans for the big exposition. The caravan left Medford Saturday morning, stopping at Grants Pass, Jacksonville, Roseburg, Oakland,

Yoncalla, Drain, Cottage Grove and Goshen, arriving at Eugene at night.

ALL ARE ENTHUSIASTIC

"Every member of the caravan showed the greatest enthusiasm over the results of the trip on arrival in Portland. The whole state is for it, they said, and there is no question about its success."

Mayor Baker said that not only had the caravan resulted in some splendid achievements for the fair, but that it aroused state loyalty everywhere. "This is something that should be done every so often," the mayor said, "regardless of the fair. It puts pep into the state and gets some real patriotic feeling into evidence."

Organizers to give the fair a boost will be active in the very near future. The first of them will be the "Caravan Club," suggested by the mayor, and others will follow rapidly. A wonderful moving picture story of Oregon and her resources will surely be worked out from the numerous pictures taken by "Sandy," the official photographer of the caravan. At Salem "Bill" Strandberg was photographed with Mayor Baker tempting him with a piece of watermelon held just out of reach of his mouth. He finally smacked over his head and face a la Charlie Chaplin.

BRANCH SERVICE NOT COMPULSORY

Washington, Aug. 21.—(WASHINGTON BUREAU OF THE JOURNAL) In granting authority to the Southern Pacific to abandon a branch line in Elko county, Nev., the interstate commerce commission has laid down some broad rules of jurisdiction over small branch lines that are wholly within a state, and has denied the doctrine that a losing branch line should be maintained merely because the system as a whole is profitable.

The branch line in question is eight miles long, between Tulasco and Metropolis, and was built to serve an irrigated section, which will be left without railroad service by the abandonment of the line. The Nevada state farm bureau and the county farm bureau protested against the loss of service, and the attorney general of the state asked the right to the interstate commission to enter any order concerning it.

"While the branch line in question is located wholly in Nevada, it constitutes a part of the applicant's interstate system of transportation," says the commission. "Its operating results are reflected in the account of the applicant, and the latter would be required to bear or to make good any deficits from its operation. We are in possession of opinion that we have jurisdiction."

The commission says the branch line is of "small public need," and that the Southern Pacific "should not be required to operate indefinitely a branch line which will not pay cost of operation, maintenance and taxes, on the theory that the system as a whole is operated at a profit."

The decision was rendered by division four of the commission, consisting of Commissioners Meyer, Potter and Cox.

To Reveal Plan to Use River Jordan For Water Power

Tonight, at 7:30 o'clock, members of the Concordia club will hear of the plans of the Zionist government to use the waters of the River Jordan for a source of waterpower in Palestine. Jacob de Haas, secretary of the Palestine development council, who arrived in Portland from New York Saturday night, will outline the plans of the council.

De Haas is now making a tour of the United States in connection with the proposed project. While in Portland he is stopping at the Benson hotel. After giving an address before members of the Concordia club he will leave for California. Rabbi Abba Hillel Silver of Cleveland, Ohio, is scheduled to give a similar address to the club members within a week.

Millionaire's Son Lost While Boating

Oyster Bay, N. Y., Aug. 21.—Parties are searching Long Island sound for the body of Donald M. Phipps, Yale graduate, and the son of J. Phipps, lumber millionaire. Phipps was drowned Saturday when he was swept from the bow of a motor speed boat traveling thirty knots an hour off Port Jefferson.

MORE CONFIDENCE IN CHEST DRIVE IS SHOWN BY FIGURES

A comparative statement of designations by subscribers to the Portland Community Chest for the years 1921 and 1922 shows a marked decrease in direct designations. This, in the opinion of the officers and directors of the chest, is indisputable evidence of the increasing confidence of the public in the chest as an institution and in its administration.

In 1921 the direct designations totaled 3508, representing \$44,115.13. There were 899 negative designations, totaling \$277.34; 50 contributors designated non-chest beneficiaries, representing \$9,927.84; there was a total of 8306 designations. The total designation amounted to \$54,350.31. In 1922 the direct designations totaled 1706, representing \$10,683.97. There were 211 negative designations, totaling \$24,135.24; 24 non-chest beneficiaries were named, the subscriptions amounting to \$1772.47. The total number of designators was 1374. The total amount of the designations was \$24,771.63. The total number of pledges made in 1921 was 35,000, representing \$594,713.44. In 1922 there were 32,000 pledges, totaling \$542,715.27.

Edward Cookingham, treasurer of the chest, comments on the foregoing as follows: "The adoption of the Community Chest plan meant a radical change in methods in making provision for the community for its charities and philanthropies. The first year the chest was in operation it was apparent some doubt existed in the minds of many contributors as to the efficiency of the plan. These doubts were reflected in the fact that quite a large number of contributors availed themselves of the privilege given them of making designations as to the manner their contributions should be used. This year the number of designations has grown so much less than last year that it is quite evident that with some exceptions, the contributors to the chest have become thoroughly convinced of the success of the plan.

"Both in numbers of contributors and in the amounts of the designations the total is much smaller this year than last year. This evidence of confidence on the part of contributors is reassuring to the officers and directors of the chest that the next campaign will be successfully handled."

Idaho Democratic Convention Crowd Will Exceed 200

Hailey, Idaho, Aug. 21.—Committees in charge of arrangements for the two-day state Democratic convention, which opens tomorrow, report all in readiness. It is estimated that the number of delegates will exceed 200 as several of the nearby counties have given fractional votes to an enlarged delegation. A trout and grouse dinner is to be given for the delegates Tuesday evening.

REAL DIRT FARMER OUT FOR LIEUTENANT GOVERNOR

Twin Falls, Idaho, Aug. 21.—Prospects for smooth sailing in the Democratic state convention are reported good throughout the state, and particularly in Twin Falls county, from which a specially instructed delegation for Moses Alexander for governor will be sent.

Arrangement of W. F. Alworth, real dirt farmer of Twin Falls county, for the lieutenant governorship was a feature of the county convauc and Alworth is expected to be the choice of the state meet. The convention also voted to back the candidacy of Judge Divilbiss of Buhl, who will be the chief opponent of Addison T. Smith of Twin Falls, present Republican congressman and a candidate for reelection.

MAY LOSE SIGHT

La Grande, Aug. 21.—George Williams may lose the sight of one eye as the result of a glass gauge on his locomotive blowing out.

MARTIN BARRY

Twin Falls, Idaho, Aug. 21.—Martin Barry, one of the oldest pioneers of Idaho, died Friday. He came in 1880 to the old mining town of Galena, in the Sawtooth mountains.

BETHEL A. DAVIS

La Grande, Aug. 21.—Bethel A. Davis died here following a week's illness. He came to Eugene, Or., in 1889, and later moved here, where he had lived for 36 years. Seven children survive.

Grazing Area May Open in Paulina Mountain Country

By the development of a water system on the Deschutes national forest in Central Oregon, a large grazing area in the yellow pine region of the Paulina mountain country will be utilized, according to W. M. Woodward, forest examiner, who has returned from making an investigation of the water possibilities in the region.

It is estimated that if water can be brought into the region which is now without a single stream, 10,000 head of cattle can be accommodated and considerable areas can be opened up for sheep grazing. Utilization of the fine grass that grows beneath the yellow pines would not only be beneficial to the stock industry, but would reduce the fire hazard, says foresters, while the piping of water would be valuable to the development of the lumber industry.

"There are several ways of getting water into the country," said Woodward, "and the only question lies in finding the system that will be most feasible from an economical standpoint."

Indian Agrees to Dispose of Secret Of Lost Gold Mine

Goldendale, Wash., Aug. 21.—Joe Gillenwaters, Goldendale merchant, is negotiating with Charles Wannasse, an aborigine from Toppenish, Wash., for the purchase of the secret of the location of the Lost Spaniard mine, supposed to be located in the heart of the Cascade mountains in the vicinity of the head of the Lewis river between Mount Adams and Mount St. Helens.

The mine is supposed to have been discovered by a Spaniard who went through this section on his way to the Dalles with a string of pack mules loaded with virgin gold. Many unsuccessful attempts were made to follow the miner into the mountains and discover the source of his gold supply. The Spaniard disappeared many years ago and, according to old timers, was thought to have been killed by Indians who also knew the secret of the mine.

During the early settlement of the country virgin gold was brought into the stores at Goldendale, Yakima and Ellensburg by Indians and exchanged for provisions and clothing, but none of the Indians could be induced to disclose the source of the gold supply. It has been several years since the Indians appeared with any gold but a number of old Indians on the Yakima reservation still claim to know the secret of fabulous deposits of placer gold in the mountain territory described.

Wannasse is not a Yakima Indian but claims to have obtained the secret from an old member of the tribe just prior to his departure for the happy hunting ground not long ago. Wannasse is an educated Indian and went to school in Illinois. He is about 60 years old and drives a big automobile, claiming to own valuable agricultural lands on the Yakima Indian reservation near Toppenish. He has offered to plot Gillenwaters to the mine on a "no mine, no pay" proposition.

MISHAPS LAID TO INTOXICATION, CARELESSNESS

Liquor and carelessness figured in charges filed against two autoists Sunday, following accidents in which a boy and a woman were injured.

Phillip Rosen, 13 years old, No. 329 Hall street, was knocked down by an automobile at Broadway and Hall street by an automobile driven by J. E. Coffin, who lives on a small farm outside of the city. The boy, who was skating when hit, suffered a fractured arm, numerous scratches and bruises and possibly a fractured skull. He was taken to St. Vincent's hospital in a serious condition. Coffin was arrested, charged with reckless driving.

In an accident at East 13th street and Broadway Mrs. G. A. Hurley, No. 309 Hurley street, suffered scalp wounds. R. A. Smith, No. 898 East Couch street, driver of the automobile which collided with the one in which Mrs. Hurley was riding, was arrested by the police, charged with driving while intoxicated.

CAR BADLY DAMAGED

Mrs. O. J. Whittaker, No. 438 East 37th street, who was driving the automobile in which Mrs. Hurley was riding, was going west on Broadway, and Smith was driving south on East 18th street. The machine suffered considerable damage to the Whittaker automobile. Mrs. Hurley was taken to Good Samaritan hospital, where her injuries were reported not serious.

Alexander Webster, whose address was not learned by the police, suffered a bruised foot when an automobile driven by Willard James, No. 540 East 37th street, passed over it while Webster was crossing the street at the intersection of Second and Jefferson streets.

Mrs. George Laden, No. 1060 Kelley street, became hysterical when an automobile in which she was riding narrowly escaped an accident at East 19th street and Spokane avenue. She was taken to the Emergency hospital for care.

ACCIDENT ON HIGHWAY

Two persons were injured in an accident on the Columbia highway, which was the result of wild maneuvering of a driver, according to deputy sheriffs.

A. Reed, No. 748 Lovejoy street, was driving west on the highway, a mile and a half west of Multnomah Falls, when he saw a car approaching zigzagging from one side of the road to the other. In attempting to avoid a crash, he drew to the extreme right side of the road and went into a drainage ditch. The other automobile went directly toward the machine in the ditch and struck it head-on. Reed told deputy sheriffs. Reed was somewhat cut and bruised and Miss Helen Stockhouse, an occupant of the car, suffered cuts and bruises. Reed told county officials that the driver of the other automobile, whose name was not ascertained, was intoxicated.

John C. Van Etta, No. 535 Heights Terrace, was repairing his car at the side of the road, a mile and a half east of Hillsboro, when the machine was struck by an unidentified driver. Van Etta's automobile in turn struck him, fracturing his collar bone.

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