

# ESTELLE RORICK IS BACK FROM SERVICE

Estelle Rorick, son of Mr. and Mrs. J. T. Rorick, is at home again for the first time since he enlisted in the aviation service in April of 1917. He spent two years as an aviator, six months of which was at Fort Worth, Tex., as aerial gun instructor; then he with six others was transferred to New York to inaugurate a school at Long Island in aerial gunnery.

He was commissioned as a lieutenant in the service at Washington D. C., while in charge of cross-country work. Mr. Rorick piloted the machine while an observer mapped the route from Long Island to Chattanooga, near Boston, which proved to be a much safer route than any previously followed. His record flying trip was from Washington to Schenectady, N. Y., a distance of 440 miles, in 180 minutes.

"Aerial transportation is not developed in the United States at all as compared with other countries," Mr. Rorick said Monday. "It never will be until the cities provide landing fields and hangars for the machines. The automobile did not come into its own until paved roads were made; neither can the flying machine until provision is made for it throughout the country."

Rorick has spent the last two years as an employee of the United States shipping board. He was one of 500 selected from 7,000 applicants for these positions their duty being to check cargoes. In this capacity, he made seven trips to Europe touching all the countries between Gibraltar and Denmark. He visited the principal cities of all these countries. While the European cities were interesting, he says that he found the Azores, and Columbia in Central America, most fascinating.

"St. Michael's Island, one of the Azores," he says, "is a real garden of Eden. The vegetation is of the semitropical varieties and there are no poisonous insects or reptiles on the island. The principal city is Ponta Del Gate. The iron class is very primitive. They go about barefooted and drive heavy wooden carts drawn by oxen. The buildings are of white stone and are beautiful as they appear from the harbor."

"Our boat sprang a leak off the coast of Colombia," he continued "and listed about 40 degrees. Eighty nine steel plates had to be used to repair it. The people of Colombia have a natural antagonism to people from the United States."

Other sea adventures included a fire at sea and being grounded in the Seine river, France.

"We left Norfolk, Va., on Friday the 13th," said Mr. Rorick. "The next day we had a fire. All of the forward cargo was in flames. The fire was put out with steam pumps. Thirteen days afterward, one of the steam tubes began leaking. We were in the trough of the sea, helpless for five days. Wireless messages were sent out and ships from all directions came to help. A terrific gale was blowing and after it went down we limped into the Azores."

"A heavy fog and the high tide caused the trouble in the Seine. We had a 134 knot ship of 7500 tons and it was grounded for four or five days. Tugs pulled it back into the deep water."

"It seems good to be back in The Dalles," says Mr. Rorick. "I have seen few towns in the United States, the size of The Dalles, which have buildings that will compare with our high school, court house and federal building, but we are behind when it comes to parks and tourist camp grounds."

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**INJUNCTION TO**  
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second, that persons are conducting a gigantic swindling scheme through the sale of counterfeit tickets; third, that the fight is attracting thousands of undesirable to Jersey City; fourth, that it is demoralizing to the south of the nation.

PARIS, June 28.—"The big fight has done more to arouse interest in physical culture than years of propaganda," Gaston Vidalat, French minister of education, today told the United Press.

The Dempsey-Carpentier match is stirring France as no athletic event has ever before done. Jack Dempsey is as cordially liked as the former

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crowd-prince and occasional pictures of him arouse the French to a frenzy.

Even isolated hamlets throughout France know about the fight and have opinions about it.

WASHINGTON, June 28.—The Dempsey-Carpentier fight will be held under a hot sun unless all weather signs fail, the weather bureau stated today. Present indications point to a clear, hot day for Jersey City on July 2, the date of the scrap.

A thunder shower may wander over the arena, the bureau warned, and showers were held probable in widely scattered parts of the middle-Atlantic states.

## OPPOSE GALLAGHER FOR U. S. ATTORNEY

(Chronicle's Washington Bureau)  
WASHINGTON, June 28.—Opposition to the possible appointment of J. Gallagher of Ontario as United States attorney for Oregon has developed in so many quarters that it is probable that no appointment for his office will be made or recommended by the Oregon senators until his motion has been submitted to the Oregon Bar association.

At least there will be no appointment to this office which is unsatisfactory to the association.

It is recognized that this position requires a lawyer of ability who is acceptable to the Bar association and the present plan is to make the recommendations in conformity with the expression of the members of the Oregon bar.

This will in a sense remove the office from the political arena and dispose of it upon the question of legal attainments and peculiar fitness for the office.

The candidates for United States attorney are: Arthur I. Moun, Barge E. Leonard and H. M. Jenner of Roseburg; P. J. Gallagher of Ontario, and Julian A. Hurley of Vale.

## AERIAL FLEETS

(Continued From Page 1)

arrangements for this most dramatic feature of the combined tests being conducted by the air services of the two national defense branches.

The owas engines are going and early Tuesday she will be set in motion, then abandoned, by the last man aboard and will be left to the discretion of the control ship. The officer on the control ship is able, through radio installations, which have been made on the Iowa, to start, steer and stop the battleship wherever and whenever he desires.

## SHOPMEN OPPOSE

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out of work and these could be induced to take our positions.

"However, we are the duly elected representatives of the men—their leaders. If they vote to fight, then we will fight to gain their ends."

## DEFENDANT IN

(Continued From Page 1)

arrangements have been made.

Following the death of Osborn, one of the defendants in the suit, Circuit Judge Fred W. Wilson explained to the jury that counsel for both sides would this afternoon present arguments to the court as to the final disposition of the case. Either of two courses are open, he explained. The court may either appoint an administrator for Osborn's estate and the case may be retried or else the present case may be continued against Sheriff Chrisman, co-defendant with Osborn in the suit.

**PUBLIC LASHING PENALTY FOR MAN WHO BEAT WIFE**  
By United News  
SANTA ANA, Cal., June 28.—Justice J. B. Cox has introduced in his court public flogging as a penalty for wife beating.

Monday he lashed Juan Torres three times over the back with a horsewhip. Welts were raised on the man's back.

The punishment was inflicted after Torres had pleaded guilty to charges preferred by his wife.

"If you think that I should receive the same treatment I gave my wife, it is agreeable to me," said Torres when Cox suggested that he should be

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horsewhipped. The justice accepted the challenge, told the prisoner to take off his coat and stoop over. The lash was then applied.

## LEPERS TREATED IN CROWD OF 10,000

(Chronicle's Washington Bureau)

LOS ANGELES, Cal., June 28.—Two lepers Monday were removed from a dense crowd of 10,000 persons gathered at "miracle hill" for ministrations by "Brother Isaiah," a faith healer. Both afflicted men are Mexicans.

Medical authorities did not commit themselves on the probable effects of the presence of the dread disease among the packed throng.

## LOCAL OPTION PLAN FOR SWITZERLAND

(Chronicle's Washington Bureau)

GENEVA, June 28.—Various Swiss societies connected with the campaign against alcohol have started a movement throughout the country for amending the federal constitution with a view to authorizing cantons and communes to prohibit the manufacture and the sale of distilled drinks. Up to the present, various localities, where the majority was in favor of stopping the liquor trade, have been prevented by the constitution from carrying out their desire. Popular referenda in about 50 different localities have shown that the proposed measure, which is known as "local option," meets with general favor.

The supporters of "local option," announce that the restrictions in view only concern strong liquors and not fermented drinks such as wine, beer or cider.

## TRANSCONTINENTAL FLIGHT RESUMED FROM FORT BLISS

(Chronicle's Washington Bureau)

FORT BLISS, Texas, June 28.—Aviators Davis and Springer, forced to land here on their transcontinental trip, today took to the air to resume

their journey. They hope to make the end of the journey without landing. They reckon that the time of continuous flight will be about 22 hours.

## FREE TOLLS BILL IS MEETING FIGHT

(Chronicle's Washington Bureau)

WASHINGTON, June 28.—Forces are lining up at Washington for the Panama canal toll fight. Although the Republican national platform and President Harding repeatedly have declared for the principle of exempting American ships from the payment of tolls for using the canal, powerful influences are building up in opposition. For this reason, Senator Borah, chairman of the senate committee on interoceanic canals, proposes to call his bill exempting coastwise American ships from toll payment. His committee has unanimously reported this measure to the senate.

While the senate probably will pass the bill in relatively short order and while the house is generally favorable to tolls exemption, it is altogether probable that the law ultimately to be passed will be based on a theory contrary to the principle of the Borah bill.

Representative Edmonds of Pennsylvania, a member of the house committee on merchant marine and fisheries, a devoted friend of opening the canal free to American merchant ships, has introduced a bill to the same end that is calculated to remove British and other alien objections to thus favoring American ships.

In all the several previous fights on the so-called free tolls issue, the influence of the British government has been thrown effectively against tolls exemption. But the British government has distinctly said that it cannot rightfully object to the United States' government rebating

to American ships tolls collected for the transit of the canal.

It makes its sole objection on the ground that tolls exemption, as opposed to rebating of tolls, violates treaty provisions.

The Edmonds bill provides for rebating tolls collected from all American ships, both coastwise and deep sea, and frankly refers to such rebating as being a subvention. Thus, his bill is in accord with the British suggestion.

In the diplomatic correspondence incident to the first fight over Panama tolls and running through the years 1913 and 1914, Earl Gray, then Britain's foreign minister and Mitchell Innes, then British chargé d'affaires at Washington, in their communications to this government, argued that to exempt one class of vessels, namely American merchant ships, from the tolls payment, would throw all of the burden of cost of maintenance of the canal on the non-exempted ships. British merchant ships among them, and thus would be contrary to the treaty provision granting to ships of all nations equal rights in the canal. This is based on that theory of the treaty that the rate of tolls collected is to be adjusted periodically to the cost of maintenance.

But the British notes went further; voluntarily they pointed out that if the United States levies tolls on this basis and then subsequently rebates to American ships the tolls at ready collected, neither Great Britain nor any other nation may object, for such rebating would be in the nature of a merchant marine subvention of the same character in effect as other nations grant to their own ships. Thus various nations pay back to merchant ships of their flags tolls which those ships have paid to the Panama and the Suez canals.

Thus, there is an appeal in the Edmonds bill to that element in congress which objects to free tolls on the theory of treaty violation. However, there is another element in congress, largely from the Middle West, that is fundamentally opposed to any merchant marine subsidy or subvention. Nevertheless, it is believed that the Edmonds bill can master more strength in the house than the Borah bill.

The Edmonds bill, along with several other tolls exemption bills which have been introduced, is in the hands of the house committee on interstate and foreign commerce, which has been too busy with other matters to give these measures any earnest consideration. Were the measure in the hands of the house committee on merchant marine and fisheries, they would be in a hospitable abode. The interstate and foreign commerce committee primarily is concerned with railroad legislation, and thus listens with not unfriendly ears to the arguments advanced by the railroad against any sort of legislation that would reduce to American ships the cost of using the canal.

The transcontinental railroads always have fought legislation of this sort. That they are fighting it now is apparent. They maintain that to favor the American water carriers in coast to coast traffic robs them of a volume of transcontinental traffic that legitimately belongs to them, and thus would reduce their revenues at a time when the gov-

ernment has imposed such charges on them as to prevent their earnings sufficient revenue for their maintenance. Only recently when Julius Kruttschnitt of the Southern Pacific was before Senator Cummins' committee, investigating the transportation situation, he offered this argument and spoke of canal tolls exemption as being in the nature of an unjustifiable subsidy to the water competitors of the transcontinental lines.

It is probable that the Borah bill will pass the senate before mid-summer. On arriving in the house, it

will be referred to the interstate commerce committee, which will then give it, the Edmonds bill and the other Panama canal bills, consideration. The committee while instinctively friendly toward the railroads' contention, nevertheless will have before it the party and the administration pledge.

But, inasmuch as the house is showing a disposition to do things differently from the senate, it is probable that the committee will substitute the Edmonds bill for the Borah bill and send it to conference, there to be threshed out.

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