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WAR SUMMARY

(By the Associated Press) The Italians have succeeded in clearing the Austrians out of a very considerable part of the terrain the enemy had been clinging to near the mouth of the Piave, between the new and the old beds of the river.

In hard fighting the Austrian resistance was broken in the area close to the Adriatic. General Diaz's troops driving the invaders across the new

bed from Griserola to the sea, approximately five miles. Four hundred were taken prisoner.

Vienna admits a loss of ground here.

In the northern part of this low lying sector northeast of Capo Sile, where the Austrians are still west of the new stream they rallied their forces and counter-attacked. Gen-

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WHEAT BILL TO BE GIVEN VETO

President Objects to Rider to Agricultural Appropriation Measure

WASHINGTON, July 6.—President Wilson will veto the annual agricultural appropriation bill because of the rider agreed to by both senate and house today fixing the government minimum guaranteed wheat price at \$2.40 a bushel. This information was transmitted to Chairman Lever of the house agriculture committee today, through Postmaster General Burleson just before Speaker Clark had signed the bill preliminary to sending it to the white house.

Officials estimated that if the \$2.40 price for wheat is approved, the price of flour would be increased by approximately \$2 a barrel with an increase of from two to three cents in the price of a loaf of bread. With \$2.40 as the basic price, wheat probably would sell in New York at \$2.75 a bushel, it was said.

eral Diaz's troops stood their ground and repulsed the enemy. Except on the Italian front the closing days of the week witnessed little fighting of an intensive nature allied plan of local thrusts in the France-Belgian area, calculated to upset such dispositions for a new attack as the Germans might be making on any of the numerous fronts involved, showed no new developments. There are nothing but compliments for the Americans upon the occasion of their first appearance in an attack side by side with their troops. To the Australians who formed the major portion of the force which carried out the brilliant Fourth of July attack on the Amiens front, northeast of Villers-Bretonneux, is conceded the larger part of the glory. The hitherto untired troops are coming in for the highest praise for the part they took in the fighting through Hamel.

BOAT GUARDS BODIES STILL ON COLUMBIA

(Continued from page 1) ism and horror. When the fate of the boat seemed sealed, according to witnesses, Clyde Wither, a Pekin man, embraced his wife, then his two children and the little family perished, clasped in each other's arms. Their bodies have been recovered.

Musicians Keep on. In the hands of the body of another man, found late today was a quantity of his wife's hair. His attempt to save her failed and her body was brought up shortly after the searchers found her husband's corpse. "When the crash came the musicians in the dance hall rushed to the windows," said William Newman. "I yelled at them and induced them to resume playing. Suddenly the vessel swung sharply about and in an instant we were flooded. My feet soon touched the floor again and I was pushed up so my head was above water. Then I broke a window, passed out my dancing partner and with the aid of Ben Murphy, another passenger, succeeded in passing out a few more women and children. The dead were thick in that dance hall."

Nazimova, the star supreme, will be seen at the Oregon next Sunday in her big 7-act De Luxe production, "Revelation," a gripping romance of peace and war.

LIFE ON ARMY TRANSPORT NOT LACKING IN PEP

Officers Take Pains to Keep Men Busy—Plenty of Exercise Given

MEALS BIG ATTRACTION

Floating Palaces Transformed Into Armories Within Short Period of Time

LONDON, July 5.—(Correspondence of The Associated Press.)—"Hey! You with the beak!"

Sergeant S—abruptly interrupts the callisthenics of D. Company and levels a stern forefinger at a tall young soldier with a bruised and swollen nose who is making only a perfunctory effort to touch his toes with his finger-tips. The scene is the deck of a transport, warward bound about 10 a. m. of fine spring day.

"Is that what you call exercising?" demands the Sergeant. "You think you don't need any of this one-two-three stuff, eh? You're fit already, maybe, to eat a boche for breakfast." The company looks on and grins. Ordinarily Sergeant S—, like the majority of the efficient, hard-working sergeants of the American army, is a man of few, precise words. But on rare occasions he finds it expedient to "talk to" some erring private, and his ability in that line has won him fame throughout his regiment.

The tall soldier flushes and stammers out an explanation. Bending over causes his nose, still sore from a bumping against a door, to bleed. "Fall out, then," directs the sergeant. "You oughta said some thing before we started." Briskly he resumes the setting-up exercises and for half an hour the company is busily engaged.

Breezy and fresh as the morning, a brilliant sun making rainbows in the spray from the transport's bows and lending a sparkle to the dancing whitecaps. On all the decks khaki-clad lads are twisting their bodies and working arms and legs to the measured count of their sergeants. All in a glow, filling their lungs with the sea ozone, they are a picture of health and American "pep."

"Keep 'em busy" is the watchword of the officer in military command of the vessel. He has several thousand exuberant young soldiers to look after, and his experience, on transports has taught him that shipboard life becomes wearisome for large bodies of men closely quartered unless they have regular daily occupation. To meet this demand, he has worked out a program that supplies the required amount of wholesome work and that provides also for plenty of recreation and amusement.

Army hours are strictly observed. Reveille is sounded by the buglers at an hour that brings muffled protests from the few civilian passengers on board, the blasts penetrating every corner of the ship. Sometime later, after the civilians have rolled over in their berths and are about to fall asleep again, there is a mighty tramping on decks and in the corridors as the hungry soldiers pour up from their quarters below eager for breakfast.

Impatiently they await the summons, which is beaten on an instrument that sounds to the unfortunate civilian like a sheet of boiler plate, and when it comes, they are off with a rush for the huge first-cabin dining room. And it is not until they have satisfied their insatiable appetites that the officers and civilians are called to their breakfast in the smaller dining room which, before the liner became a transport, was reserved for second-cabin passengers.

This is a British vessel, one of the largest in His Majesty's fleet of auxiliary cruisers. Before the war, it was described as "a floating palace" but the press agent of the line that operated it then wouldn't call it a floating palace now. It is a warship grimly utilitarian. With the exception of the handsome mural decorations of the salons, there is scarcely a vestige of its former splendor and luxurious appointments.

The great lounge is now an armory filled with stands for the troops' rifles. The gymnasium is a storeroom for soldiers' luggage. Only the first-cabin smoking room remains the same, and this is used as a clubroom for the officers. It boasts a phonograph and a piano, and here an occasional concert is given in the evening, and every other afternoon a regimental band plays.

The concerts are mostly of the informal, impromptu kind. The entertainers are enlisted men who seek to welcome the opportunity to display their talents before their officers. The regiment from which these musicians are recruited is a striking example of the American melting-pot. Its members are scions of a dozen or more nationalities, and all parts of the country, even our island possessions are represented. New York's East Side is much in evidence and there are several Indians and at least one Hawaiian. This islander has no ukelele, but he takes a guitar and, using it as if it was a zither, he gets the last sob out of plaintive "Aloha."

News Notes of State Industrial Growth

July 1.—Albany—Work on new cannery plant here completed. The Dalles—Contract let for eighteen blocks of pavement here.

Corvallis—Brown ranch and outfit two miles east of here sold for \$50,000. Oregon City—Work of paving 8 miles Pacific highway in southern part of Clackamas county to commence.

Employees of G. M. Standifer Construction corporation plan \$15,000 recreation hall.

Southern—New sawmill established six miles east of here. Roseburg to have large fruit and vegetable cannery. Machinery to be installed at beginning of cost \$10,000.

No takers have gone on record for lots of \$10,000 each by Grant Smith Porter of Ship Co., St. Johns, Ore., that it could build hulls faster than any other yard, and by G. M. Standifer Construction Co., Vancouver, Wash., that it could complete wooden ship hulls in fifty days.

Alber—Alfalfa being grown successfully on Camas Prairie. St. Helens—Bridges to be built over Nehalem in lower end of county.

Prairie—Chrome business assures prosperous year for Grant county.

North Bend—Odd Fellows investigating chances of constructing modern concrete building for lodge and commercial purposes.

Gold Beach—Fishing operation in full swing now.

Portland—County commissioners authorize more than three miles of hard surfacing of Foster Road, providing Lents with splendid thoroughfare to Portland.

Vale—Warmings project to be realized. Will mean from fifteen to thirty thousand acres of new land in Malheur valley.

Ontario—Ground broken for new water system. May be done in three months.

Dallas—Partial survey shows growth of prune industry in Polk county. Present total 3,320 acres in Italian prunes.

Pendleton—Umatilla is first county to make contract with state for road maintenance. Term of contract provides for care of ten mile section of the Wild Horse road, paved by state last year.

Portland—Unskilled laborers are needed in the shipyards. Wage of \$3.57 1-2 per day offered.

Bandon—Negotiations practically closed to secure factory to make starch products from potatoes.

Oregon, Washington & California built 202 ships in first four months of 1918, aggregating 1,332,336 tons of dead weight. This shows value of shipbuilding industry to coast and necessity for measures encouraging to American owned lines as means of perpetuating shipbuilding industry.

Reedsport—Giant sawmill for Reedsport to be constructed. Shipyard is likely.

Grants Pass—The machinery of the Ashland mine has been purchased by parties representing the "Mother Lode" interests in California, and is being shipped away.

Dallas—Dallas Box Factory doing rushing business.

Eugene—Early construction of railroad by federal government from Yaquina Bay through Waldport country and its possible extension into Lane county for purpose of reaching valuable spruce tracts, is indicated by presence of surveyors who are working on the west coast of Lane county near Hecla Head Light-house.

Toledo—1500 soldiers working on construction of railroad which U. S. government is building south of Yaquina bay into Waldport country for purpose of getting out spruce timber. Waldport has oil rig nearly ready to start.

Eugene—Crew of men has started work on old military highway above Oakridge in connection with plan of forest service to open this road for motor travel from Willamette valley to Klamath Falls, cutting off 100 miles.

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TWO PROVINCES PROVIDED FOR

German Newspapers Each Have Theory for Disposal of Alsace-Lorraine

FRENCH FRONT. July 5.—In nearly every newspaper printed in Germany at the present moment there is presented some kind of a scheme for the solution of the question of Alsace-Lorraine. What the Germans cannot understand is the fact virtually every real Alsatian and Lorrainean rejects in totality any of the schemes for joining his native land either to the German Empire or any of its component federal states.

The latest method of disposing of the two provinces discussed in the German Imperial Parliament proposes their division between Prussia and Bavaria. Lorraine to be taken by the former and Alsace by the latter. This proposition not only is rejected by the inhabitants of the provinces themselves, but has aroused protests from several of the German states, and especially from Wuerttemberg. Consequently for the time being it has been allowed to drop in favor of two other schemes, both unsatisfactory to some of the German parties.

The first of them looks to the formation of an independent state of Alsace-Lorraine under the rule of a duke, while the second formulates the foundation of a republic of Alsace-Lorraine attached to the German empire. Both of them have been widely discussed but without bringing about any conclusion, and should either of them be accepted by the

ed widespread interest, but not now.



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