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February 15, 1927 Pride goeth before destruction and a haughty spirit before a fall Better it is to be of an humble spirit with the lowly, than to divide the spoil with the proud. Proverbs 16:18-19.

### 44 TO 14

The bill in the lower house to repeal the law enacted by the votes of the people at the November election, to do away with fish wheels in the upper Columbia river, was defeated yesterday afternoon, by a vote of 44 to 14-

And the only surprise is that the 14 had the effrontery to presume to set aside the verdict of the sovereign people-

The gall to say the people were mistaken as to what they desire in the cleaning up of the Columbia river, in order to allow the commercial fishing industry of this state to develop as it should develop.

The people in November voted the fish wheels out of business, with a majority in favor of the proposition of nearly 30,000. And the majority would have been much larger; it would have been all but unanimous, but for the lying campaign against the measure.

The few men who own and control the fish wheels and other fixed gear in the Columbia river have for years been trying to make it appear that the biennial fish fight is a fight between the lower river and the upper river, or between different kinds of fishermen-

When the only issue has been and is now between the rights of fishery of the whole people and the special licensed privileges of a few men (mainly two), and not exceeding fifty-

A fight of fifty against a million.

But right is right, and it will in the end prevail.

The thing to do is to keep on keeping on; to clean up the Columbia river, and all the rest of the Oregon streams, ir order that the fishing industry of this state may expand; in order that the hatcheries may have eggs to hatch, in all the

In order that commercial fishing may grow to be a \$50, 000,000 annual industry in Oregon, or \$100,000,000, instead of the present \$10,000,000 industry.

Now, the fair, decent thing to do is to force the senate bill out of the committee, and pass it, with an amendment, and thus complete the job as to the Columbia. Senator Norblad, who wanted the people of this district to elect him to congress, is chairman of the committee. What kind of a chance does he think he will ever have, if he allows that bill to be smothered, instead of reporting it out and supporting it?

# THE MERGER IS THE THING

The proposed merger of the northern railway properties, including control of the Burlington system-

Bringing those vast properties under a single operating its curtailment of "personal lib- wards it to stop it, and the driver control, is of great interest to every one in the whole territory affected, including the people of the Willamette valley much desire to move. and the rest of Oregon.

In what way?

In a number of ways. So The Statesman is giving space you a "lift" on the road when your this morning to a statement of the whole plan, by Ralph Budd, own car is in the shop for repairs president of the Great Northern. This is a very plain state- other argument in favor of the ment, in language that the humblest reader can understand-

And it makes up a record of far flung operations brought down into small space; giving a live news story that justifies party can't endure half wet and the space taken, and will justify a careful reading.

The reader will conclude that the proposed merger is the thing for our western Oregon territory, and for many reasons, among which is the fact that its consummation would mean the development of the Oregon Electric properties.

The writer believes he represents the attitude of prac-band and keeps house for nothing. tically all the people of the Willamette valley in wishing complete and early success to Mr. Budd and the men for whom he speaks in the clear statement he has made.

If what Marion Putnam, Salem police officer, saw on the nights of Oct. 7 and 12, 1923, may lead to a clue that will bring the D'Autremonts to justice, if they are still alive, or the two men who were their companions going through Salem to the south on the former date and to the north on the latter, the news item in The Statesman of this morning, and carried everywhere by the Associated Press wires, will have performed a very useful service. The dastardly crime at Siskiyou on Oct. 11, 1923, ought to be atoned for.

Senator Norblad wants to be congressman from the First Oregon district; or he certainly did. He is smothering in his committee the bill that would, if reported out and amended and passed, complete the cleaning up of the Columbia river. Why? What does he think he is doing with his political future?

POLICE PENSION BILL DEFEATED IN SENATE

for the relief of the firemen and objection also was raised that the tax would affect mutual fire insurance corporations which would and port districts from its provi-not receive any benefit from the sions. Senator Moser made it plain operation of the bill.

(Continued from page 1.)

Staples declared that the bill was fair and should receive favorable

A bill introduced by Representative North designating the state chasing agency was recommitted to the committee with instructions to insert a provise exempting ports that he would not support the bill

crease the expense of state gov- to be the cause and this was cor-

by Senators Butt and Kiddle. The senate, by a vote of 20 to 8, approved a house bill increasing the salaries of the deputy secretary of state, deputy state treasurer, state tax commissioner and private secretary to the governor from \$3000 to \$3600 a year.

Senator Butt, who has voted consistently against all salary bills at this session, agreed with other senators that these salary inreases were justified.

The senate also passed Senator Banks' bill providing for the regulation of so-called motor club ser rice organizations. This bill was attacked vigorously by Senator Joseph, who declared an attempt was being made to freeze out the little fellow for the benefit of the merican Automobile association. Senator Banks explained that his bill was not introduced in the interest of any motor vehicle organization but merely to protect he citizens of Oregon against fraud. He said the bill was pre by the Better Business pared bureau of Portland.

Evidence was produced by Sen ator Banks to show that a number of these service organizations had been launched in the state with the result that they have collected large amounts of money without giving anything in return.

Capital City Cooperative Creamery, milk, cream, buttermilk. The Buttercup butter has no equal Gold standard of perfection, 137 S. Com'l. Phone 299.

We are state distributors for the Viking tires and tubes. Malcom's Tire Shop, corner Court and Commercial streets. Drive in for

# LONG-BELL CASE QUITS

Will Resume Again May 19 Longview, Says Attorneys

KANSAS CITY, Mo., Feb. 14.-(AP)-Adjournment of the hear ing in the proceedings to oust the Long-Bell Lumber company from doing business in this state under its Missouri charter was announced at the end of a brief session here today. The hearing will be resumed at Longview, Wash., May 19, it was agreed by attorneys in the case.

Today's session of the hearings was a resumption of the proceedings after a two weeks' postpone ment. It was featured by technical skirmishes between opposing counel with no testimony of importance presented.

# Bits For Breakfast

Going good-5 5 5 The fight for the right-

St. N. N. To restore the natural right of must be carried all the way.

2 2 2 Salem has a D'Autremont story that has lacked publicity for over three years, and is given to Statesman readers this morning-and to around. It may give a clue that will lead to the way of justice, the mflls of which grind slow but exceedingly fine.

Salem has arisen to the stature of a grand opera city, and a symphony orchestra city. And this is

As bad as the U.S. A. is, with erty." it seems to be the only speeded up and turned to the place from which folks have not

5 5 5 Ever notice that it's the man in Ford or Chevrolet that gives -or delinquent installments? An-

For that matter, a political

It might help some to interview the victim day after day and give the criminal no publicity at all. Section of the

Alas! the girl with sense enough to be an ideal servant gets a hus- down going south. It was up go-"Improving a district" some

times amounts to destroying its natural beauty to make room for a lot of ugly little houses. Cobbs & Mitchell Co., lumber

and building materials for every

quality of material, then you will order, 349 S. 12th St. Stop, look, and listen to our ap peal. If you are not absolutely satisfied with your laundry prob

### specialty. MANZANITA WOMAN VISITS

lem, call 165. Hand work on

SILVERTON, Ore., Feb. 14-Special)-Mrs. Emil Kardell and little daughter spent the week-end at the home of Mr. and Mrs. C. A. Mrs. Kardell recently lost her husband who was mayor of Manzanita, Ore. Mrs. Kardell will, for at least the present, con- John A. Carson will represent the tinue to carry on the Manzanita state store which she and her husband

Ira W. Jorgensen, 190 S. High St. Parts for all makes of cars. Best equipped auto accessory store Hable service the rule.

FREIGHT CARS DERAILED

Special) -Two freight cars of the At the request of Senator Moser unless this amendment was insouthern Pacific train jumped the senate resolved itself into a serted.

Senator Klepper attacked the ing. The cars were seemingly bill on the grounds that it would leaded with sawdust. No one was anies from the provisions of the

and the contract of the same o

Marion Putnam, Salem Policeman, Believes All Three **Bandits Dead** 

Marion Putnam, Salem policeman, is inclined to believe that the man held in the Philippines for Hugh D'Autremont will be found to be some other person, upon his arrival in this country in charge of the United States officers.

For over three years. Mr. Putnam has held to the theory that the three D'Autremont boys were killed by their two companions. The following are the facts within his own observation that Make Mr. Putnam hold to that theory.

Saw Them Going South Mr. Putnam is patrolman of the North Salem section. He has at the Oregon penitentiary five years. He belongs to a prominent man and faithful officer.

At 2:30 on the morning of Sunday, October 7, 1923, Patrolman behind, hiding the license plate.

der the bucket and noticed that it none too great. was an Illinois license. He has Northwest Needs Strong Railways ever since regretted that he did not book the number of the liense. He had not let that happen since. He believes Hugh D'Autremont was in the back seat with two strangers. He believes Ray D'Autremont was at the wheel: the twin brother of Ray in the and broad nostrils. It was a three gallon bucket on behind, with appearances of having been used for cooking over a fire

The Conversation Patrolman Putnam engaged the nen in conversation. He remarked that they were a long way from They all had on working home. They said they were clothes. Francisco. Said they had stopped was bought to set off the blast). They also said they had worked

Two Men Returned Bates, engineer; E. Sing, fireman; killed. Daugherty was burned to the blast that blew up the front end of the train.

At 11:15 Friday night, October 12, 1923, Mr. Putnam was standing on the east side of the Silverton road a short distance from where it leaves the Pacific highway - opposite the fairgrounds tore, which was then where the was under cover of some oak trees the Silverton road. He ran towest, going between the store and the Dove residence, and onto the Pacific highway. The car made such speed in its get-away that it bumped into the curb on the west side of the Pacific highway, but righted itself quickly and sped away northward on the Pacific

These Are Facts These are all facts. Mr. Putnam has told them many times, until they have seared themselves into his memory. He is sure the two men who came back were two of the five men who went south. is sure it was the same Hudson car, travel stained; with a camping outfit slung on the side. But the three gallon water bucket was missing. The top of the car was ing north. The spare tire was the same. One of the two men was a mere boy, about 19; 5 feet 7 and about 135 to pounds. Medium brown hair, The other looked like light eyes. a brother; was about 5 feet 9, spare built, and with a little darker hair and the same light eyes. Mr. Putnam did not know the purpose, Get estimates, look at D'Autremont boys, but he followed closely their printed photographs and their descriptions at the time, and since, and he is sure they were among the five men who went south in the Hudson car.

# KELLEY IN FINAL STAND Carson Will Go to National Capital

to Fight Out Case

The case, State of Oregon vs Ellsworth Kelley, which has been appealed by Judge Will R. King attorney for the defense, to the United Supreme court, will be held March 7. District Attorney

Kelley is under sentence to be conducted jointly before his ill- hanged for complicity in the murder of prison guards by James Willos and Tom Murray, in their attempted escape. All of the men were recaptured and Murray escaped punishment by committing suicide in his cell. Willos appears to be accepting his fate but Kelley is making a fight for a change of

The principal clause in the de

ATARRH of head or throat is usur benefited by the vapors of

It is also alleged that cer-Gerald Chapman trial last year minute before the execution.

Just how the national supreme court will rule on this similar case dicates the importance of the is a matter of question, for once a decision has been handed down, the difficulty of a change has been established since the period of ation between the carriers and John Marshall.

Parker & Co., 444 S. Commercial. Don't fail to see Parker about repairing your car. Expert mechanics at your service. work guaranteed.

### PLAN FOR NEW NORTHERN SYSTEM

been in this work well onto six have such credit as will enable years. Before that he was a guard them to provide for the necessary extensions into new territory and or enlarging and improving exnioneer family. He is a reliable listing lines to care for increasing business. More intensive use of Putnam saw a car stop at the stabilized credit is essential to the radiator of their car. There additional mileage should be was an old Hudson car. It had a lines must of necessity be built spare tire, with a bucket tied on and operated without profit for a considerable period, the strength Patrolman Putnam looked un-shown by the proposed system is

to Reach Markets in Competition with Other Regions

A strong, energetic railway is protect its shippers in reaching competitive markets and thus to promote the growth and progress of its territory. front seat with him. Ray is the interest of the Northwest is to get one with short neck, thick jaws such service from its transportation agencies and such protection districts in marketing the products largest possible distributing areas the section.

The people in Minnesota, North and South Dakota, and Montana working their way south, to San want to ship their grain, their livestock, and their diversified n Oregon City (where the battery farm products to the primary markets or to the consuming markets on the best possible basis of n a western Washington lumber rates compared with those from On potatoes, for example, the far-Southbound Southern Pacific, mers of Minnesota, North Dakota train No. 13 was blown up at 12:4 and South Dakota must meet comp. m. Thursday, October 11, 1923, petition of farmers more favorafishery to the people. But there is a mile south of Siskiyou, near the ably situated geographically; and some distance to go yet, and it mouth of a tunnel, and S. Le the rates from the territory served the Great Northern and North-Coyle O. Johnson, brakeman, and ern Pacific are made with the ob- Northern Pacific. There is sur-C. F. Daugherty, mail clerk, were ject in view of allowing the farma crisp in his car; by fire set by in the territory where these potatoes are delivered, with farmers shipping potatoes from other sections. The same is true of grain and livestock, and the interest of the farmer and the business man is in seeing that these fair and competing rate adjustments to the markets are continued. In mines are of primary importance. Her copper, zinc and lead mines mines in other sections, especially Arizona, etc., and rates are adjusted with that end in view. Montana's oil producers require and receive similar consideration at the hands of her railways. The lumber manufacturers in Montana, Idaho, Washington and Ore gon are concerned in meeting the competition of Southern mills.

Competing Regions Have Strong Railways Only by cooperation of railways able and willing to assist the producers in reaching wider distributing areas will the region be assured of the fullest development of its resources. However willing a railway may be to assist, it cannot do so if the return on inyears is inadequate to attract the capital necessary for improveern and Southwestern parts of the United States on the south, and Canada on the north, are served by large and strong railway systems, which are able to, and do. protect the shippers along their lines in the matter of reaching markets. The Northwest requires equally effective protection on the part of its railways. The Northern Railway System proposed, together with the Burlington affiliation, meets this requirement in the matter of its great distributing possibilities, and in the opportunities for economics which will go far towards taking the place of increases in rates, which other-

wise may be necessary. EXISTING TRADE ROUTES WOULD BE IMPROVED I wish also to point out that the unified operation of the Great Northern, Northern Pacific. and Spokane, Portland & Seattle, and the resulting closer cooperation with the Burlington, not only would result in economics and im provement in service, but would in addition accomplish another requirement that is very important in the public injerest, namely, that of preserving existing routes and channels of trade. The relationship between these lines has resulted in railway and industrial development which anticipated the continuation of that relationship and the establishment of closer bonds, which the present plan will to a large extent ac-

Trade Characteristics of Northern Lines and Burlington Territories are Supplementary Producers of all kinds of manu factured goods, including implements and machinery for the

fense is that Kelley did his share which are served by the Burlingwhen forced to in self de- ton, have distributing offices and warehouses located on both of the instructions were omitted in Northern Lines, while the Burthe case and that the man is al- lington territory consumes large serving a prison sentence quantities of lumber, grain liveand that it is unconstitutional stock, fruit, fish and other westto punsh him for a crime perpe- ern products which originate on trated while under that sentence. the two Northern Lines and the This leads to a reference of the Spokane, Portland & Seattle. The large volume of traffic which which was fought until the last moves both east and west through the interchange points at the Twin Cities, Siox City and Billings intrade routes that have become established. They represent, to a large extent, the result of coopershippers in developing and marketing the resources of the country; to disrupt them would be to while to retard such progress. maintain and improve them and consumers, have every reason to desire and to expect that such tained and improved.

COMPETITION WOULD BE

As I said at the beginning, there was a time when unbridled competition was relied upon to obtain low railway rates and ample rail-Experience has service. shown that the evils resulting existing facilities will help in car- from excessive competition were so great in the matter of rates that the fixing of rates now is Standard oil station at the corner meet the growing needs of a grow- vested entirely with the governa of the Pacific highway and High- ing country; especially is this true mental regulatory bodies. To a land avenue. They put water in in the West where considerable large extent it is also true that a reasonable amount of competiwere five men in the car. They all built. To serve a ne wand sparse- tion with respect of service will got out and smoked cigarettes. It ly settled section where branch accomplish as much as excessive competition, which tends to extravagance

Northern Lines Complimentary While the Great Northern and Northern Pacific are competitive between many points, they are to very large extent complimentary in character, due to the fact that the preponderance of mileage of the Northern Pacific is on the preponderance of mileage of ment. the Great Northern is on the eastern part of its line, approximately 60 per cent of the Northern Pacific's trackage being west of the through them against competing and 40 per cent east thereof, while only 42 per cent of the of the country as will open up the Great Northern's trackage is west and 58 per cent east of that line, for those products and thus bring compared with 49 per cent west the greatest possible prosperity to and 51 per cent east for the combined system, which gives a much better balance.

### Other Carriers Would Afford Competition

It is also true that there is sub stantial competition with other transcontinental roads at practiall important terminals both east and west, served by the competing parts of the country. Great Northern and Northern Pa-The map shows first, the complementary character of the Great Northern and Northern Pacific, and, second, the other transcontinental roads which, in any event, will continue competitive prisingly little competition be points where competition other lines will continue. population of competitive communities which are served by the and other roads is about 2,000. 000, while less than 125,000 people are located at communities which are served by both the Great Northern and Northern Parific but by no other road.

#### Welfare of Local Points Promoted Morover, the stations which are

erved only by the Great Northern and Northern Pacific are so situ ated between or near points which continue to be served by other lines that the standards of rates and service cannot be materially altered to the detriment of such places, and hence the elimination of competition, which the figures indicate is relatively unimportant, will be largely the oretical instead of practical. The places will continue to have the benefit of the standards of rates and service which are established the broadly prevailing com petitive conditions, and also wil derive important protection from the principle, which has become progressively more controlling with railroads, that it is important to protect purely local points in the matter of service, since all the business at those points goes to he one railroad; whereas if there s injurious discrimination in ser in favor of competitive points, the result is to diminish the traffic which would go wholly by that railroad in favor of traffic which it would have to share with CONCLUSION

Therefore, by the tests of saving n operating costs: improvements of service; strength necessary for routes and channels of trade; and preserving competition, the single peration of the Great Northern, Northern Pacific, and Spokane, Portland & Seattle roads as one system seems to be justified. What appears to be a simple, practicable, and eminently fair meth od of accomplishing this is pr posed; namely, that for each share of Great Northern or Northern Pacific stock there will be exchanged a share of stock in the new railway company which will operate the Northern Pacific, Great Northern, and Spokane, Portland & Seattle, and through single control of nearly all of th Burlington stock will effect closer working relationship with he Burlington. I invite the careful consideration and study of this plan by the Northwestern public, and believe that such considera tion and study will lead to the conclusion that it not only should be permitted but encouraged.

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Hungry? Don't wait, orde some Better Yet Bread from your farms, mines, and mills of the grocer. It is fresh, whole Northwest, as well as large job- and clean. Made by the Better

# **EDITORIALS** OF THE PEOPLE

ment must be signed by the writer, must be written on one side of the paper only, and should not be longer than 150 words.

Senate Observations

The Senate of 1927 has an outstanding character in the person of B. L. Eddy, of Roseburg, Ore-

words carefulley, he is a deep thinker and absolutely one of the hardest fighters in the senate. When he is convinced in his own mind that the principle he is supporting is right, he throws every ounce of energy he possesses in would advance it. These railway the fight. He often times is companies, as well as shippers wrong and is hard to convince, but he is honest in his convictions. Senator Eddy is regarded by his important routes will be main-fellow senators and the state in general as one of the ablest and the city. most conscientious legislators in the state. He is of a studious nature, takes his work seriously, puts in long hours, working from seven o'clock in the morning to near on to midnight each day, barring Sunday. On Sunday you will find him at his place of worship, as he is a devout Presbyterian. He has very important committee appointments, most of the bills from either house passing under his eagle eye inspection. He no doubt is better informed on the individual bills, each and every

He is held in the highest esteem by his colleagues, is a Christian lawyer and gentleman. He is an authority on constitutionality of bills and is consulted by less experienced legislators very frequently as well as by the older ones in point of service. He is also regarded as an expert on parliamentary rules and understands just when and what to say to give the western part of its line while the greatest weight to his argu-

legislature.

No man in the Oregon senate has more friends, although they do not always agree with his ideas or way of thinking, but each and Montana-North Dakota state line every man firmly believes that he is honest and sincere. LANE MORLEY

HOUSE FAVORS PORTRAIT

A portrait of ex-governor Pierce will be placed in the hall of representatives, according to senate concurrent resolution number 2, to that effect, passed in the house yesterday.

## LEGAL NOTICES

SUMMONS the Circuit Court of the State of Oregon for Marion County. Fred J. Wagner and Addie A. Wagner, plaintiffs.

Joseph Engle, Samuel Engle, the city, with llen Fogerty, Mary Jackson, Mal- M. POULSEN, City Recorder vina Henry Reese, George Reese, Horace Engle and Grafton Vickers, if they are alive and if dead to the unknown heirs of each and every of them and to any and all parties or persons claiming any right, title or interest in or to the hereinafter described lands, defendants.

To Joseph Engle, Samuel Engle, Ellen Fogerty, Mary Jackson, Maivina Whitlock, Ellen Robins, Henry Reese, George Reese, Horace Engle and Grafton Vickers, if they are alive and if dead to the unknown heirs of each and every of them and to any and all parties' or persons claiming any right, title or interest in or to the hereinafter described lands, the above named defendants.

In the name of the State of

answer or otherwise plead to the complaint filed against you in the above entitled court and cause on or before six weeks from the date of the first publication of this summons; and if you fail so to appear and answer or otherwise plead, the plaintiffs will take s lecree against you and each of you, as prayed for in their complaint herein, to-wit: That plaintiffs are the owners in fee of the following described real estate: Beginning at a point in the center of a 20 foot right of way, said point being \$2.87 chains W. and N. 2705' W. 335 feet from the S. E. corner of the D. L. C. of James Brown and wife, in T. 6 S. R. 1 W. Willamette Meridian and E. 25 links and N. 27°5' W. 335 feet from the N. E. corner of Lot No. 28 in Block No. 7 of Ames' Add. to Silverton; thence N. 2705, W. along center of right of way 60 feet; thence S. 70°30' W. 133 feet; to the W. line of lands de scribed in Vol. 156, Page 522, record of deeds for Marion County, Oregon; thence S. 2705' E. 60 feet; thence N. 70°30' E. 133 feet to place of beginning. Also beginning at a point in the S. boundary of the D. L. C. of James Brown and wife in T. 6 S. R. 1 W. of Willamette Meridian, said point being W. 32.87 chains from the 3. E. corner of said Brown claim, also E. 25 links from the N. E.

corner of Lot No. 28 in Block 7 of Ames' Add, to Silverton, thence N. 2705' W. along center of right of way 95 feet, thence S. 7°30' W 133 feet to W. line of lands de cribed in Vol. 156, Page 522, Marion County records of deeds hence S. 2705' E. 45 feet to S. coundary of Brown claim; thence E. along claim line 146.52 feet to place of beginning, all in Silverton, Marion County, Oregon, and that you and each of you be forever barred and enjoined from claiming any right, title or interest of, in or to said real premise or any part thereof.

This summons is published for the period of six weeks by orde of the Hon. L. H. McMahan, Judge of the Circuit Court in and for Marion County Oregon, made at hambers on the 11th day of February, 1927, and the date of the first publication is February 15, 927, and the date of the ublication will be March 39, 1927.

SIBLEY & BAKIN. Attorneys for plaintiffs, P. O. address Dallas, Oregon,

BIDS INVITED dates

On Fire Department Supplies Bids will be received by the undersigned up to 7:30 p. m. March 7, 1927, on an Electric Siren for the City of Salem, Oregon. Bids to be submitted as follows:

5 H. P. for 3 phase, 60 cycle current, 220 volt. 7 H. P. for 3 phase, 60 cycle current, 220 volt. 12 H. P. for 3 phase, 60 cycle current, 220 volt: to be equipped with Safety Hand

Senator Eddy is a forceful and Switch and Automatic Control complete. pleasing orator. He weighs his Also, for one Universal Turret Nozzle, bids to be submitted as follows:

> Style E with 2 21/2-inch hose connections: Style A with 3 21/4-inch ha onnections:

> complete, with boards and brack. ets and with 11/2 inch, 11/4 inch. and 2 inch tips. The right is reserved to reject

any or all bids in the interest of M. POULSEN, City Recorder,

BIDS INVITED undersigned will receive

sealed bids until 7:30 o'clock p. m Monday, February 21, 1927, for the following supplies:

10,000 lineal feet, more or less inch sewer pipe 1000 lineal feet, inch sewer pipe 1000 lineal feet, more or les

0 inch sewer pipe. 1000 lineal feet, more or less one, than any other member of the 2 inch sewer pipe 600 lineal feet, more or less, 15

inch sewer pipe. - 25, more or less, manhole covrs, complete. 10, more or less, lamphole cor-

ers. complete. 165, more or less, catch basin covers, complete. The right is reserved to reject any or all bids in the interest of

the city. M. POULSEN, City Recorder. 75 84 Deal / f12-13-15

BIDS INVITED undersigned will receive sealed bids up to 7:30 o'clock p. m. Monday, February 21, 1927, for the following supplies:

43,000 bbls., more or less, of Portland cement. 32,000 cu. yds., more or less, of gravel (3 in, and down). 16,000 cu. yds., more or less, of

sand (coarse) 3000 cu. yds., more or less, cor rete gravel (river run). Bids on gravel and sand to be submitted for delivery at paving plant in two or four batch capacity trucks as grade conditions warrant and in accordance with specifications. Any alternate bid will be accepted for consideration. Bids on material should have haulage included to the different zones,

which information may be obtained at the city recorder's office. The right is reserved to reject any or all bids in the interest of

NOTICE OF GUARDIAN'S SA OF REAL PROPERT In the County Court of State of Oregon, for the County of Marion. In the Matter of Guardianship

of AUGUST VAN HOOMISSEN an insane person. Notice is hereby given that in pursuance of an order of the County Court of the State of Ore-

gon for the County of Marion, duly made and entered on the 8th day of January, 1927, in the above guardianship estate, Phillip Van Hoomissen, as guardian of the estate of August Van Hoomissen, an insane person, will, on or after Monday, the 14th day of March, 1927, proceed to sell at private Oregon, you and each of you are sale to the highest bidder for cash, hereby required to appear and subject to the approval of said Court, the following described real property belonging to said ward:

> An undivided one-sixth interest in and to the following: Beginning at a point 17.35 chains South, 5 1/2 West from the Northeast corner of the Donation Land Claim of J. B. DeQuire and wife No. 70, in Township 4. South Range 3, West of the Willamette Meridian; thence West 39.38 chains: thence North 45 links: thence North 4940 West 2.13 chains; thence North 82.5° West 1.75 chains; thence chains: thence South 170 2.09 chains; thence West 7.94 chains; thence South 50 15' West 3.52 chains: thence West to the Willamette River: thence following the meanders of said River in Southeasterly direction to the Northwest corner of a 80 acre tract of land deeded to Isaac H. Tyler on May 13, 1891, by Peter Wirfs and wife, by deed duly recorded at Page 574 of Book 46, of records of deeds of Marion County, Oregon: thence East on the North line of said 80 acre tract to the East line of the aforesaid D. L. C.; thence North along East line of said D. L. C. to the place of beginning, and containing 100 acres, more or less, situate and being in the County of Marion, State

of Oregon. Bids and offers must be in wrifing and may be left at the office of Joseph Van Hoomissen, attorney for guardian, at 302 Dekum Building, Portland, Oregon, of may be filed with the Clerk of said Court at any time after the first publication of this notice and before the making of said sale. Date of first publication, Jan-

mary 25, 1927. Date of last publication February 22, 1927. PHILLIP VAN HOOMISSEN. Guardian of Estate of Augus an Hoomissen, an insane person

JOSEPH VAN HOOMISSEN, Attorney, 302 Dekum Building, Portland, Oregon. j 25-feb. 1-8-15-22

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