

COOLIDGE AND DAWES CHOSEN

Republican National Convention Comes to End. Lowden Declines to Run.

Convention Hall, Cleveland, O. — President Coolidge was nominated Thursday by the republican national convention in a proceeding which was actually a ratification meeting.

Only dissenting votes from Wisconsin and North Dakota prevented the president's nomination by acclamation and making it unanimous.

Nominated by his personal friend, Dr. Marion Leroy Burton, president of the University of Michigan, the president received solid blocks of votes from all the states on the final rollcall except from those mentioned.

Before the first and only rollcall was half completed the story of his victory had been told, as state by state the votes of solid delegations from east, west, north and south were thrown to his support.

CALVIN COOLIDGE



Lowden, ex-governor of Illinois, and he had refused to accept the place. The convention was later adjourned.

President Coolidge's nomination was accomplished with only a ripple of dissent from Wisconsin and North Dakota, but the nomination of his running mate came only after the convention had once chosen Lowden and had been forced by his declaration to choose another—the "Hell-and-Maria" general.

After a short race with Herbert Hoover, who came into the balloting after the declaration of Lowden, Dawes galloped off with the nomination.

Motions to make it unanimous and by acclamation were disturbed only by the dissent from Wisconsin and North Dakota.

In a brief and spectacular fight in which William Butler, President Coolidge's campaign manager, had said to Senator Reed of Pennsylvania, "It



CHARLES G. DAWES

must be Hoover," and Senator Reed had replied, "I can't be done, it must be Dawes," the Dawes supporters, after the declaration of ex-Governor Lowden of Illinois, marshaled their forces and put the general across for the nomination.

48 MEN KILLED BY SHIP BLAST

San Pedro, Cal.—Two premature explosions killed three officers and 45 men of the battleship Mississippi Thursday and injured a score of others, and the menace of death still hounded the crippled dreadnaught as she left her dead and injured behind and headed out to sea to protect harbor life and shipping from the peril of a third and imminently expected blast.

The first explosion occurred at 1 P. M. while the Mississippi was engaged in target practice off San Clemente island, 45 miles from here, spreading death among the 88 men in No. 2 turret. Officers said the premature blast might have been due to a sailor giving the signal for the electric flash igniting the charge in one of the turret's 14-inch rifles before the breech was properly closed, or it may have resulted from a "flare back" caused when a fresh charge was being loaded into the breech.

As the stricken ship reached the goal of its race for surgical assistance—the hospital ship Relief, just inside the breakwater here—a second blast rocked the vessel. The charge in the damaged turret's second 14-inch rifle exploded, hurling the steel projectile out to sea.

Embassy in Japan Acts on American Boycott

Tokio.—The boycott on American-made motion picture films, due to resentment because of the recently enacted exclusion of Japanese immigrants from America, has been brought to the attention of the Japanese government by the American embassy here.

The direct cause of the embassy's action was a complaint from representatives of the American film companies at Kobe, who reported that the boycott movement was progressing in western Japan and asked assistance in combating it.

At the same time the boycott here was breaking down. The police have announced that full protection will

be given any theater showing American films and have warned "patriots," as the most active supporters of the boycott term themselves, not to use intimidation as a weapon for gaining the assent of the theater owners to plans to bar American pictures.

The leading Tokio theaters plan to continue using the American films.

Tax Refund to Be Prompt.

Washington, D. C.—Taxpayers who paid the full amount of their income tax on March 15 will not have to wait until December for the refund of one-fourth of the amount, as seemed likely as the result of the failure of the deficiency appropriation bill in the recent session of congress.

Director of the Budget Lord has approved an arrangement by which the treasury will pay the refund out of another appropriation. The deficiency bill carried an appropriation of \$16,140,000 for refunds to those who paid the entire amount of their tax on March 15 in advance of the action of congress in the new tax law granting a 25 per cent cut on taxes on incomes of 1923. Congress in the annual treasury department appropriation bill appropriated \$105,000,000 for tax refunds in connection with the settlement of disputed tax cases. Under the arrangement which has now been made the treasury will draw upon the \$105,000,000 fund in refunding amounts due to taxpayers who paid in full on March 15.

Two Bombs Shake City.

Harrisburg, Ill.—Two dynamite bombs exploded early Sunday, shaking the entire city, and causing the partial destruction of two houses and breaking the windows of several other adjacent homes. No persons were injured by the explosions.

The bombs were thought to have been sent by persons opposing recent liquor raids in Saline county, Ill.

Isabel, S. D.—A tornado which struck Glad valley, in Ziebach county, west of here, late Saturday, caused probably a score of injuries. Property damage may run over \$100,000, according to word received here today.

Storm Leaves 12 Dead.

Johnson City, Tenn.—Twelve known dead, four seriously injured, more than a dozen houses, barns and mills demolished and thousands of acres of farm crops ruined, constitute the toll of the most disastrous cloudburst ever recalled in this section. It appeared to have its center near Hunter, on Little Stoney creek and Blue Springs creek, where a house, in which two families lived, went to pieces, taking nine lives.

EXPECT VALUATION REPORTS

Commerce Body Likely to Act This Summer on Railroad Values.

Washington, D. C.—Valuation reports fixing the final values of important railway systems of the United States are expected to be issued by the interstate commerce commission this summer. The valuation work has progressed to the stage where a number of reports on large systems may be completed in the next few months.

The field work of the bureau of valuation, involving investigations made in the field by engineers, land appraisers and accountants, has been practically completed.

Records of the bureau of valuation show that the underlying reports which are made the basis for tentative final valuations have been completed as to approximately 95 per cent of the total steam railway mileage in the country.

Tentative valuation reports have been completed as to 22 per cent of the mileage.

Valuation of railroads began in 1913, when congress made an initial appropriation of \$100,000. In that year the commission had 31 employees in its bureau of valuation and expended \$10,372.91 for valuation work.

By 1915 the expenditures had increased to \$2,183,296, and the number of employees had increased to 1291. Expenditures and the number of employees increased until 1919, when expenditures totaled \$3,560,095 and the number of employees totaled 1530.

In 1920 expenditures decreased to \$2,959,021 and the number of employees dropped to 990. The following year the expenditures were \$2,733,000 and the number of employees 926. In 1922 expenditures further decreased to \$1,595,000 and the number of employees declined to 555. At present the bureau of valuation has approximately 250 employees and congress has authorized an appropriation of \$647,000 for the fiscal year ending June 30, 1925.

Valuation of the railroads was started in 1913 with the general expectation that it would be completed in about three years. The magnitude of the undertaking was not realized at that time. The work is now in its tenth year and it is estimated that two or three more years will elapse before final valuations have been made on all the railways of the country, although officials directly in charge of the work decline to give an estimate at this time as to just how much longer it will be before final valuation reports have been completed.

When the reports have been issued the final values found will have to be brought up to date, the final values being fixed as of June 30, 1913, 1916 or 1917.

Many of the final values fixed by the commission will be contested in the courts by the railroads and litigation will delay the final establishment of value as a basis for rate making.

Japanese Seek Entry.

Seattle, Wash.—Immigration inspectors examining 238 Japanese who arrived here Monday aboard the Admiral oriental liner President McKinley with passports from Japan, found scores who claimed long years of residence in this country could not speak a word of English, according to officers of the immigration station.

Advices received by the department in Seattle asserted that 2700 Japanese will seek entrance to the United States through this port before July 1, when the Japanese exclusion act becomes effective. Dozens of brides and bridegrooms were among the passengers.

Warship Hits; Floated.

Norfolk, Va.—The battleship West Virginia, which went aground soon after leaving Hampton roads for France Monday, was pulled off the mud bank, where she had held fast at high water and proceeded to Lynn Haven roads to anchor for minor repairs.

Mine sweepers and tugs pulled the ship free. Aboard were members of the navy contingent of the American Olympic team, whose departure has now been delayed through the cracking of a condenser head and the losing of a tower when the West Virginia struck in a dredge channel.

Stolen "Treasure" Lead.

Reno, Nev.—Six bars of bullion, stolen last Friday from a railroad at Gerlach, Washoe county, Nevada, and supposed to be worth \$6000, were really 97 per cent lead, according to a dispatch received from a special agent by Chief Kirkley of the Reno police. One man, under arrest here, confessed the theft of the "treasure" and it was being searched for in San Francisco, Sacramento and other places. The value of the bars is \$60.

St. Paul, Minn.—Magnus Johnson, Minnesota's "dirt farmer" senator, was renominated on the farmer-labor ticket by an overwhelming plurality in Monday's statewide primary, returns available at 10:30 P. M. showed. He defeated two opponents.

Where Shall We Fly the Flag?

By DOUGLAS MALLOCH

WHERE shall we fly the flag?—above
The ranks of marching men?
Ah, yes, because that flag they love,
Would die to save again,
But not alone the soldier lad
The flag should proudly bear;
Let none parade the land he made
Unless the flag is there.

Where shall we fly the flag?—upon
Our ships that go to sea,
Whose flaming guns will light the dawn
For all humanity?
Ah, yes; and peaceful merchantmen,
East, West, and ev'rywhere—
In ev'ry port of ev'ry sort
Let men behold it there.

Where shall we fly the flag?—display
The standard of our aires?
Above the judge's brow of gray,
Upon our gilded spires,
Yes, over ev'ry altar rail
And ev'ry judge's chair—
Because we need no court nor creed
That does not want it there.

Where shall we fly the flag?—that all
The flag may learn to love?
O'er ev'ry college, great or small,
And ev'ry school above,
Yes, over ev'ry teacher's desk
With children in his care,
For in this room our buds will bloom—
We want no treason there.

Where shall we fly the flag?—that you
And I may understand
Our blessings, and our duty, too,
To home and God and land?
The greatest wealth, the highest wage,
Of mortals anywhere—
O'er fertile hill and busy mill,
Oh, let us fly it there.

Where shall we fly the flag?—with these
The treasures we possess,
Our liberties, our luxuries?
What better place, ah, yes,
What better place our love to show,
Our loyalty to wear?
Where's our team, when we come home,
Oh, let us find it there.

Where shall we fly the flag?—that each
May understand and see;
Yes, all who toil, or trade, or teach,
Whoever we may be?
O'er marching men, o'er sturdy ships,
Schools, churches, ev'rywhere,
O'er mill and mart—and in the heart,
Oh, let us fly it there!
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Reflections of a Bachelor Girl

By HELEN ROWLAND

THE Wife Who insists On Cheering a Man Up When He is Feeling "Sorry for Himself" is Just a Spoilsport.

The first thing a bride has to learn, after the honeymoon, is that she is no longer a fascinating mystery but merely an accepted "fact." But, after all, FACTS are the only things which a man values, respects—and things to.

At ten, a boy regards girls as pests; at twenty as a mystery; at thirty as a danger; at forty as a divine dispensation; and at fifty, as a rejuvenator.

The first sign of advancing age is a predilection for the "toddler"; the older and fatter a dancing man, the more violently he takes it.

Temperament is a "gift" if you have it yourself—and a "curse" if you are married to it. Because, then, you never know whether you are going to have bouquets, kisses, or the cream jug thrown at you.

A girl is not really in love until she discovers that a kiss can be just as satisfying and thrilling in a 1918 Flivver as in a 1924 Twin-six.

Never try to break the heart of a man of forty-seven. For if the woman of the moment falls him, there are still his philosophy, his work, his golf, his tobacco, his clubs, his books—and another woman—to console him.
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The Young Lady Across the Way



The young lady across the way says it's mighty nice, of course, to own your own home, but it's cheaper to rent and not have the taxes cost you anything.
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