

FUEL OIL IS UNDER THE BAN OF REALTY AND EAST SIDE CLUB

By L. H. WELLS.
PORTLAND, Jan. 25—(Special)—The Oregon Realty Board has protested against the use of oil in fuel in the state institutions, on the ground that cordwood and slab wood are Oregon products and should be used. Purchase of oil, it is urged, means that money will be sent out of the state while Oregon wood is not being used, and cash that should be used to develop the state goes out of the state for an outside product.

"The use of oil as fuel in the state institutions and elsewhere in Oregon means that so much money is sent out of the state which should be spent here in the purchase of Oregon grown cord and slab wood, so much money that should go to help clear Oregon land and give work to Oregon men," said Frank McFarland in his address yesterday at the luncheon of the East Side Business Men's club, Hotel Edwards, representing the Oregon Realty Board.

Mr. McFarland said that the Realty Board had started a campaign in behalf of the Oregon cord and slab wood for the reason they are Oregon products, whereas the use of oil for fuel meant the sending of the money out of the state.

"Take for instance 1000 cords of wood," said Mr. McFarland. "The man who cuts it gets his share, the railroad for transportation takes a share, and the distribution of the wood pays tribute and when delivered to a Portland user it costs from \$5 to \$6, but every dollar is spent in Oregon. The owner of the land gets it cleared and there is profit all along for Oregon men. The Oregon Insane Asylum is now using oil for fuel. This is but a beginning. But the saving is small if any, while the money is sent out of the state. In Multnomah county oil is being used in the Sellwood, Albina and St. Johns ferries and at the Multnomah farm at a cost of \$13,997. This money mostly goes out of the state, that should be kept at home and used to help develop the suburban town and homes and to clear up the lands of the state. The saving, if any, is very small."

"At the close of Mr. McFarland's address a resolution was adopted approving the movement stated by the Portland Realty Board, and authorizing the appointment of a committee of three to co-operate with the board in its campaign for the use of Oregon fuel in all state institutions.

C. J. Glover, of the Coin machine company, gave an address on that company's plans. He outlined its future plan, stating that the company had purchased three acres between East Fifteenth and East Sixteenth streets, on Holgate street, on which a large factory will be erected within a year. Mr. Glover pointed out that this company secured the contract to supply the turn stiles for the San Francisco Panama and the San Diego expositions against the competition of the entire United States. Mr. Glover filed his application to become a member of the East Side Business Men's club.

"The Oregon Legislature will give us a stronger and better prohibition enforcement law than we expected to get," said Rev. J. E. Youel, of the Spokane Avenue Presbyterian church before the Men's Current Events club, Sunday afternoon. Rev. Mr. Youel had been to Salem and interviewed members of the Legislature and attended the meeting of the committee which is framing the prohibition law. The subject considered by the club was, "The New State Administration and the Legislature." The economic policy of the new administration was commended.

"The members of the Oregon Legislature," said Rev. Youel, "realize their responsibilities to the people of Oregon in view of the 35,000 majority in favor of prohibition. From what I learned during my visit at Salem I have been led to believe that we are going to get even a better prohibition law than we asked for or even expected to get. One of the leading members said to me, 'To do less than respect that big majority the people gave to prohibition would mean that we should be driven from the state if we fail to enforce the will of the people.' I found that this is the general sentiment among the members of the Legislature."

Funeral services of Thomas Devine, the hermit who made his home on Johnson Creek, near Lents, were held Sunday at the Portland Sanitarium, and the interment was made in the Mount Scott cemetery. Devine had been a peculiar and remarkable character. He died alone in his shack on Johnson Creek several days ago, and the death being reported by some Chinamen. At one time he was well off financially, having been a banker at Port Townsend, Washington, where it is said he practically owned the bank. He came to Portland 20 years ago and was a timber cruiser of some reputation. A little more than two years ago he came to Lents and took up his abode at the foot of a big tree on Johnson's Creek, where he lived in a shack composed of poles, bark and brush. It was an open shelter, the north end being exposed and open. The sloping of the shack was partly thatched with rags and brush. It is said that drink was the cause of this one able man's downfall.

Officers of St. Frances Court No. 1103 and St. Stephens Court No. 1, Junior Court, Catholic Order of Foresters, were installed at the hall on East Forty-second and East Taylor streets. Albert Breedlove presided, and he turned over the meeting to Thomas A. Kindred, installing officer, who installed for St. Frances Court these officers: chief ranger, J. L. Drapeau; past chief ranger, Albert Breedlove; speaker, L. P. Morrow; recording secretary, Clement G. Groh; financial secretary, J. D. Fallu; treasurer, Walter L. McMullen; senior conductor, Anthony Doering; junior conductor, A. J. Fallu; inside sentinel, Gabriel Riehl; outside sentinel, Ben Doering. Walter L. McMullen installed the officers of the junior court as follows: chief ranger, Carl Hesse; vice chief ranger, Albert Joyce; past chief ranger, Ignatius A. Towey; speaker, Edward Ralston; clerk, Nicholas Long; master of accounts, Raymond Hulbert; banker, Ira Routledge; first guard, Victor Fitzpatrick; second guard, Anthony Dwyer; first watchman, Charles O'Brien; second watchman, Frances Star. Robert Conrad Smith and Frances E. Cody assisted in the installation of the senior officers. Albert Breedlove and Ignatius Towey, retiring chief officers, were presented with beautifully engraved rings as tokens of appreciation of their work the past year. T. A. Kindred and Rev. W. A. Waltt made short talks.

The Bible Institute, which was opened in the Anabel Presbyterian church, in the Mount Scott district, Sunday afternoon, by Rev. M. A. Williams, Presbyterian educational superintendent, was continued last night. Rev. C. W. Hays, Presbyterian missionary, is assisting. Last night the subjects considered were, "The Westminster Standard; Why Adopt It?" "The Key to Success;" "Plan the Work and Work the Plan;" "Team Work."

The home department and organized classes were discussed. Tonight the subject will be "Instructions and Training; Teachers and Teaching; Missionary Instructions; Organized Class Work; Graded Organization and Instructions." Wednesday night the topic will be, "Sunday School Evangelization."

FAREWELL PARTY TO C. L. IDLEMAN

Mrs. G. W. Sleret and Mrs. A. E. Lindsey gave a farewell dinner party last Sunday, January 24, at the home of the home of the former in honor of Mr. and Mrs. C. L. Idleman, who are leaving today for Caldwell, Idaho, where Mr. Idleman has a Ford agency.

Those present were Mr. and Mrs. C. L. Idleman, Mr. and Mrs. E. E. Sleret, Mr. and Mrs. Lewis Shattuck, Mr. and Mrs. Geo. Bornstedt, of Portland, Mrs. M. B. Sleret, Mr. and Mrs. John Sleret, Mr. and Mrs. G. W. Sleret, Mr. and Mrs. C. F. Ruegg, Mr. and Mrs. J. W. Townsend, Mr. and Mrs. A. E. Lindsey, Earl, Eva, and Josephine Townsend, Wesley and Hazel Shattuck, Helen and Mildred Sleret, Albert, Donald and Dorothy Lindsey, and Georgie and Allen Bornstedt.

JITNEYS IN REVIEW AND THEIR BEARING ON TRANSPORTATION

Jitneys are a new factor in a problem yet to be solved. There is no mistaking the signs that they have come to stay, as they are an outgrowth of the automobile business and their position in the transportation systems of the country is yet to be of greater importance than it is at present.

They are demoralizing railway business to an alarming extent, especially in the streetcar service. They pick the cream of traffic, on which the street railway companies make their easiest money, and leave the long hauls where passengers are fewer and where the roads are bad to the street cars.

Their operating expenses are light, a cheap car, one man and ten gallons of gasoline daily being all the capital required. They can go anywhere for business, take in all the side roads and stop at a man's door, and have no stations to keep up, no track to build, no licenses to pay and very little in taxes.

The jitneys, together with the freight trucks, have cut down the revenues of every railroad in the country—and the situation is growing no better for the railroads.

Here in Gresham the two motor buses and the two jitneys running to Portland, making twenty round trips each day, are said to be paying their way. Especially is this so of the jitneys. Their average receipts are between seven and ten dollars a day each. This shows that about thirty dollars a day is paid for fares, not counting what goes on the railroads. The railway company is losing about thirty dollars a day from Gresham patronage alone. This gives an idea of what it and other railways are losing elsewhere.

The outcome is sure to be a demand for license regulations of the automobiles engaged in passenger traffic, yet Portland's commissioners have refused to consider the matter by saying that the jitney business is only ephemeral, that it will die of its own accord in a short time, as cars begin to wear out.

This view of the matter is not shared by automobile men, nor by a great number of the people. The jitney craze has solved the problem of what to do with second hand machines.

One dealer who had a fairly good touring car which he couldn't sell let a mechanic have it on shares. The repairs needed were few, the cost of running it was light and it will last a year. The mechanic is making good wages, the owner of the car is getting good pay for a machine he couldn't sell—and so it goes. In a year the machine will go to the scrap heap and another out-of-date car will take its place.

Various suggestions have been made to the railway companies how to combat the jitneys. To reduce fares would be ruinous in many instances. To operate more cars would entail more expense, even if more money was earned. Extensions cannot be made nor improvements considered in the face of losing money. Railroad stocks will depreciate and there will be a demoralizing of the service to some extent on every line.

Demoralization means reduction of expenses; that means the discharge of men and their dismissal means that many more unemployed to take up the jitney business on their own

NEW ADVERTISING PLAN ADOPTED

Some radical changes will be made in the displays on exhibit at the O. W. P. waiting room, corner First and Alder street. The exhibits heretofore have represented various products from this vicinity and the Estacada county.

R. F. Walters, president of the O. W. P. Land Company has been keeping the displays up for the past four years, and they have attracted considerable attention. He now intends to make a complete change in a different direction altogether.

He will remove all the articles now on exhibition and replace them with neatly printed placards representing the whole section of the country tributary to the O. W. P. railway.

Among the exhibits will be features representing the cannery en-

terprise, the library and the Union High school. These will be distinctive features with others of lesser importance.

The object is to attract some of the tourist travel to this vicinity. The change in the arrangements will be made as soon as possible.

CLAUD COONS ACQUITTED OF SERIOUS CHARGE

Claude Coons, of Troutdale, who was arrested several months ago for the theft of a watch and a sum of money, was acquitted one day last week after a trial in the circuit court.

It was shown that the charge was an evident "frame-up." Mayor Albee became interested in the case and expressed his belief that there was no foundation for the prosecution.

Numerous morals being drawn from modern plays may explain why so few are left in 'em.

WOMEN HELP TO MAKE NEW LAWS IN OREGON SENATE AND HOUSE

Miss Kathryn Clark, the new senator from Douglass county, was sworn in on Friday last and yesterday presented her first bill authorizing the Governor to remove district attorneys, sheriffs or constables for derelictions of duty.

Miss Marion Towne's bill, providing that title in Crater Lake Park be transferred from the state to the United States was signed by Governor Withycombe yesterday. The bill was the first one introduced by the Jackson county representative, and as a compliment to her it was passed unanimously by both houses.

The economy program was given impetus yesterday when Governor Withycombe signed the bill of Senator Dimick abolishing the immigration Commission. An appropriation of \$50,000 was made for the department by the last Legislature and \$71,000 was asked for the present biennial period.

Shall physiology be taught in the public schools of Oregon? The House thinks so, but it thinks also pupils should not be required to study the subject if the parents object.

Jack rabbits in eastern Oregon have a new enemy. The House of Representatives is going after them with poison. Representative Forbes' bill, providing an appropriation of \$3000 for the purchase of poison to exterminate the rabbit pests in Crook and other eastern Oregon counties, passed the House this morning.

By an appropriate coincidence the first measure voted upon yesterday by the Senate after Miss Kathryn Clark, of Douglas county, had qualified as a State Senator, was the Langguth bill making women eligible for jury service. It was passed by a vote of 24 to 6. Those voting against it were Strayer, Wood, Thompson, Burgess, Kiddie and Hawley.

Both Houses have passed a separate bill to end the taking of a state census. They will probably be merged into one bill and passed again. It means a saving of \$100,000 this year.

Lewis' bill to merge or consolidate cities has become a law.

The advertising sign nuisance along the Columbia River Highway will not be permitted, as the bill to prevent it has passed and only awaits the governor's signature.

A bill has been introduced providing for a recess of 15 days after the 20th day of the session for consideration of bills on hand.

The joint committee of the House and Senate to investigate bills and suggestions for consolidations and abolitions of boards and departments will start work at once, announces President Thompson, of the Senate, who named Day, Barrett and Bingham members of the Senate committee. The President also is a member. The House committee is composed of Speaker Selling, Hare, Hunt, Eaton and Wentworth. It is the plan to make a thorough investigation of conditions and make re-trenchment and reform in the state government.

Classification of occupations and a scale of premiums based upon the hazard risk involved by every class is proposed in a series of amendments to the workmen's compensation act introduced in the House by Representative Schuebel of Clackamas. The proposed assessments are to be based on the total payroll in any particular hazard. The rates vary from one-half of 1 per cent in the printing trades to 8 per cent for structural steel, subaqueous works and powder works. Every workman coming under provisions of the act is required to contribute 1 cent a day regardless of the occupation he is engaged in, and the employers are required to retain the money from every man's wages and remit it to the commission.

Senator Langguth's bill providing for a cumulative system of voting shares in corporations so as to have minority representation in the directorates, was defeated in the Senate by a vote of 19 to 10. The author, before the vote was taken, evidently of the opinion his measure would be defeated, served notice that it, like woman's suffrage and the direct vote for United States senators, would eventually become a law.



MRS. B. O. BOSWELL

FUNERAL HELD SUNDAY LAST

The funeral of Mrs. B. O. Boswell, which was held Sunday, January 24, was one of the largest and most impressive ever held in Estacada. The Methodist church was far too small to hold those who came to pay their last respects to the memory of a tried and true friend. Rev. A. DeMoy of Estacada preached the funeral sermon. The pure white casket, which held the body, clothed in white, was literally buried in flowers.

Thirty-one beautiful floral pieces were there, the gifts of sympathizing friends. Perhaps the most touching was the gift of the children of Estacada, which bore the legend "To the one we loved, who loved us."

Mrs. Boswell loved the children. She took great pleasure in remembering them on birthdays and at Christmas time with tokens of that love. She was always thoughtful of those in sickness and suffering and by her kind deeds endeared herself to everyone.

Among those attending the funeral were 40 members of the Women's

Civic Improvement club, who came in a body, thirty associate employees of Mr. Boswell in the Portland Railway Light & Power company, who came by special car, Mayor Geo. W. Stapleton and wife and Maxwell Schneider of Gresham and many other friends from Portland.

Mrs. Boswell was 65 years of age on January 8 last. She succumbed to pneumonia and was ill but a few days.

Card of Thanks.

I wish to thank my many friends for their sympathy and help during the illness and death of my beloved wife, and for the profusion of beautiful flowers. B. O. BOSWELL.

HIGH SCHOOL BONDS BRING BIG PREMIUMS

Six architects were in attendance at a meeting of the Union High school board on Saturday last, with plans for the proposed high school building.

The plans were elaborately drawn in accordance with the instructions of the Board to keep somewhere near the limit of \$20,000, and each one was an excellent piece of artistic work. Those submitting plans were Architects Kroner, Gould, Turtelotte, Murray, Hockinberry and Dittrich, all of Portland. They were taken in charge of by the Board for examination. One of them will probably be selected.

A representation of Morris Bros., well known as bankers and bond brokers was also present at the meeting and made an offer for the entire bond issue of \$25,000 at a premium of six per cent. He deposited a check at the Bank of Gresham as an evidence of sincerity. Other bids have also been received for the bonds, but that of Morris Bros. is the best so far.

Don't pick a husband until you've had a hundred chances," says a New York girl. But few girls will care to take many chances.

Bargain Offer.
Evening Telegram, 1 year, \$3.50, with Outlook, 1 year, \$4.50. Good only till February 1, 1915.