

H. L. PITTOCK LEFT NEARLY 8 MILLION, ONE SAVING STAMP

PORTLAND, April 1.—That the estate of the late Henry L. Pittock, publisher of the Oregonian, aggregates \$7,894,778.33 in value is the report of the three appraisers who have been working for weeks to reach an estimate.

An unofficial estimate of the probable inheritance tax levy will aggregate more than \$1,000,000 to the federal government and about \$350,000 to the state of Oregon.

Aside from the property shown in Multnomah county, which is by far the bulk of the estate, there are holdings in Clarke county, Washington, and in Pennsylvania and Ohio.

The report shows that Mr. Pittock personally owned one War Savings Stamp of the value of \$1.25 and Liberty bonds of the third issue valued, at the time of the appraisal, at \$1908.80.

The Pittock estate comprises chiefly the following properties:

- Oregonian Publishing Co., 470 shares of stock, \$1,768,140.
- Northwestern National bank, 3848 shares capital stock, \$502,356.40.
- Crown Willamette Paper Co., first preferred stock, series A, 2160 shares \$194,400; series B, 4320 shares, \$388,500.
- Crown Willamette Paper Co., second preferred stock, \$2112 shares, \$168,960.
- Northwestern Fidelity Co., 4600 shares preferred stock, \$286,800.
- Pitcock & Leadbetter Co., 500 shares, \$130,000.
- Willamette Valley Lumber Co., 1480 shares capital stock, \$162,800.
- Crown Columbia Paper Co., 440 shares common, \$292,480.
- Industrial Land Co., 600 shares capital, \$138,000.
- Charles K. Spaulding Logging Co., 366 shares, \$226,290.48.
- Portland Trust Co., 1318 shares capital, \$138,126.40.
- Baldwin Sheep Co., 1543 shares capital, \$154,300.
- Claim against T. H. Pittock of Pittsburg, Pa., \$240,690.57; promissory notes Northwestern Fidelity company, \$247,000, \$85,000, \$44,505.50.
- Household furniture, \$5000.

Real estate, practically all in Multnomah county, \$2,300,000, approximately. The real property includes the Pittock block on Washington, West Park and Tenth streets, valued at \$1,000,000; block 71, northeast corner of Eleventh and Everett streets, \$240,000; United Railway company right of way, \$150,000.

Preparations are proceeding slowly to open suit to break the will. Fred Pittock, the son, is acting for the four daughters, W. E. Thomas has been engaged to carry the action into court.

SHIP COMPANY NOT BLAMED FOR TRAGEDY

BRISTOL, Pa., April 1.—According to the coroner of Bucks county, the accident yesterday at the launching of Harriman, Pa., of the cargo carrier Waukap resulted in the death of four workmen. The Delaware river in the vicinity of the Merchant Shipbuilding company's plant, is being searched today, but the coroner stated that he had no reason to believe that more than four had been drowned.

The coroner today absolved the ship building company from blame for the accident. He said the men were on the lightly constructed patrol bridge which collapsed. The victims violated the rules of the company.

ROLPH GREETED 363D IN NEW YORK CITY

NEW YORK, April 1.—Fifteen hundred troops of the 363d infantry made up largely of men of San Francisco and other parts of California, arrived here today on the steamship Kentuckian, from St. Nazaire.

The westerners came home in charge of Brigadier General Vernon A. Campbell, commanding the 182 infantry brigade, whose headquarters, comprising three officers and 20 men, was among the Kentuckian's 1904 troops. Mayor Rolph of San Francisco, was here to greet the returning Californians.

Woman Cried With Pain

Thousands of women work today while suffering from kidney or bladder ailments that can be relieved. Mrs. L. Wavuo, 2726 3rd St., Ocean Park, Cal., writes: "I had to sit down during my housework. My back ached, also my hip, the pain was so great. Now I am thankful to say that Foley Kidney Pills rid me of all my pain." Backache, sore muscles, stiff or swollen joints, rheumatic pains and indications of kidney trouble. Foley Kidney Pills are safe and reliable. They bring quick results. For sale by Medford Pharmacy.

NO R. R. BUILDING BY GOVERNMENT FOR THE PRESENT

PORTLAND, April 1.—It is not the intention of the railroad administration to make an extension of lines for the present, according to a telegram received here today by the Chamber of Commerce from Senator McNary at Washington.

The senator advised that he had been informed by the director general of railroads that \$110,000,000 had been borrowed for operation purposes, and other securities allowed to be used for a basis of credit. Only such ties and rail material will be purchased as may be necessary for the safe operation of the lines. Railroads will be permitted to make extensions and betterments subject to the approval of the director general if sale is found for bonds to finance such operations.

Railroad Needs Great

Oregon timber men and lumber manufacturers are much interested, especially in the cause of Senator McNary's telegram relating to the purchase of ties. It is estimated by the forest service that Oregon and Washington mills cut 327,000,000 feet, board measure, during 1918, into railroad ties. This is estimated by railroad men as representing probably 12 per cent of the total ties normally required in the United States annually. But it is said that during the past 18 months the normal number of replacements have not been made, and the actual need of the railroads is therefore much greater than usual. But how long the replacement can be deferred is a matter of doubt.

The Chamber of Commerce here is exerting every effort to aid the producers to find a market that will keep the mills in operation and provide employment for loggers and lumbermen. Further developments are expected by the lumbermen through the efforts of their representative, who will go to Washington.

LOUISE BRYANT FAVORS RECALLING U. S. TROOPS

PORTLAND, April 1.—Louise Bryant, who attracted some attention by appearing before the senate inquiry committee and speaking sympathetically of the Russian Bolsheviks and the soviet government, declared here today that she wants American troops withdrawn from Archangel and all Russian territory. She is expected to speak here tomorrow night and said she was much annoyed to find that a controversy had arisen as to whether she should be permitted to make an address in her former home city. Miss Bryant, who is the wife of John Reed, also a Bolshevik sympathizer is on her way to visit her mother in California.

PROHIBITION COSTS \$100,000 IN WATER

CINCINNATI, April 1.—Despite the fact that water may become a more popular drink in Ohio after May 26 when the state goes dry, prohibition will result in sales losses of more than \$100,000 a year to the Cincinnati waterworks, according to W. F. Von Hoene, comptroller.

He estimates that Cincinnati breweries, distilleries, manufacturers of accessories of intoxicants and saloons annually consumed water for which they paid the city more than \$100,000 and this income will be discontinued under prohibition.

332ND U. S. INFANTRY REPORTED ON WAY HOME

NEW YORK, April 1.—The Italian consul general here announced today that he had received an official message from Rome stating that the 332nd infantry, composed largely of draft men from Ohio and western Pennsylvania, is on its way home.

DO NOT BE TROUBLED BY BIG SHOE BILLS

Fifteen months of service from a pair of Neolin Soles is claimed by F. T. Evans of Seattle, Washington. "Then I had them half-soled and they are still good," says Mr. Evans. Big shoe bills do not trouble the man who gets wear like this from his shoes. If you are interested in cutting down your shoe expense, be sure that the shoes you buy have Neolin Soles. You can get them on new shoes in many styles for men, women, and children; and they are available everywhere for re-sooling, too. Neolin Soles are made by Science to give long wear, and to be comfortable and waterproof. They are manufactured by The Goodyear Tire & Rubber Co., Akron, Ohio, who also manufacture Wingfoot Heels—guaranteed to outwear all other heels.

Neolin Soles
Trade Mark Reg. U. S. Pat. Off.

LONDON REFEREE ROBS JOE LYNCH OF RING VICTORY

LONDON, April 1.—None of the sporting reporters on London morning papers indorses the decision by which "Jimmie" Wilde, the British flyweight champion, defeated Joe Lynch, an American boxer, on points last night. While some are content to say that the bout was very closely contested, others do not disguise their surprise and mention sympathetically the astonishment with which the decision was received by a large part of the spectators.

The Mail's expert says he scored the rounds carefully and at the finish decided that Lynch had won 11 and Wilde four. He wants to know, he says, upon what the referee's verdict was based. The Daily Sketch says: "Many experts will quarrel with the decision, for Wilde got a worse grueling than he did on the only occasion he has been beaten in a real contest."

This is a reference to the defeat administered to Wilde by Pat Moore of Memphis, Tenn., in the inter-allied boxing tournament held in London December 11 and 12.

COSSACK LOSSES GREATER SINCE WAR CLOSED

PARIS, Monday, Mar. 31.—(By Associated Press.) M. Ducavitch former premier of the Kuban republic, formed immediately after the revolution and consisting of seven states in the Caucasus region, is in Paris with a delegation and has presented a memorandum to the peace conference asking allied support to prevent the republic "being deprived of independence by Bolshevism." M. Ducavitch stated today that the losses of the Kuban Cossacks in the fighting against the Bolsheviks had been four times as heavy as during three years of war against Germany. He said that one-third of the population of military age had been killed and not enough men were left to cultivate the soil.

NEW YORK, Mar. 31.—The supply ship Cuiqua reported in distress off this port, has aboard casual companies consisting of troops from Arkansas, Texas, North Carolina, Pennsylvania and scattered origin, in all three officers, 100 men and one civilian.

PAY \$1.50 TAXES TO SECURE RIGHT TO VOTE IN JAPAN

TOKIO.—(Correspondence of the Associated Press.)—A revised election law having been approved by the privy council has been introduced in the house of representatives. Mr. Tokunami, the home minister, introduced the bill with an explanation that the government's motive in doing so was to meet the altered conditions of the times as well as the nation's advancement in political thought.

Public interest in the bill centers in the clause extending the franchise. The number of voters under the existing law is 1,460,000 or 2.66 per cent of the total population, the minimum tax requirement being \$5. The present bill would give the vote to 2,800,000 persons with the payment of at least \$1.50 in the taxes as the standard.

The proposed new law also provides smaller electoral districts by the use of which the government hopes to reduce the election expenses incurred by candidates. On the other hand the number of members

in the house of representatives would be increased from 381 to 464. The opposition is expected to introduce a universal suffrage bill for which there has been much agitation. It is expected that the government bill will pass the lower house by a large majority.

JAPAN TO PERMIT FOREIGN OWNERSHIP

TOKIO, April 1.—A bill conferring the right of land ownership upon foreign residents in Japan is reported to be under the consideration of the government. Discussions of the League of Nations have convinced many Japanese that Japan must take steps to open her own doors wide if she wishes other nations to listen to her demands for equal treatment.

For these reasons it is reported that the government is considering legislation giving foreigners right of land ownership, mining rights, and rights of coastwise trade; also legislation for the free admission of Chinese labor.

A law giving foreigners the right to own land in Japan was passed by the imperial diet in 1910 but the enforcement of the act, like many others, has been "reserved" and never put into operation.

The Gasoline Problem of Supply and Demand

The second of a series of three statements

The war directed attention to the need of petroleum conservation. Speaking on this subject, Mark L. Requa, General Director, Oil Division, United States Fuel Administration, recently said:

"The disproportion between the supply of and demand for gasoline is enormous and constitutes a critical problem.

"Projected at the percentage of increase, 1904-1914, we should require in 1927 something like 700,000,000 barrels of petroleum. In 1918 our total production was only 350,000,000 barrels."

To meet this situation both the petroleum and automobile industries have for several years been making every effort. The problem has been approached from every angle:

- The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- The oil refiners, with the help of their chemical engineers, are ever devising new and improved processes of refining by which they squeeze every possible drop of gasoline out of each barrel of petroleum.
- The automotive engineers have aided much in gasoline conservation by their constant improvement of automobile engines and methods of carburization. Their efforts are to secure the operation of automobiles on grades of gasoline that permit the maximum production of this motor fuel from each barrel of crude oil and which, at the same time, will give the greatest power and mileage from each unit of gasoline consumed.

All these methods are succeeding to a marked degree, and yet gasoline consumption is increasing much faster than production.

Facing these bald facts last summer, it became evident to President Wilson and the United States Fuel Administration that there was virtually no great need for gasoline conservation as for food conservation.

In consequence the United States Fuel Administration requested Eastern states to discontinue entirely all non-essential use of passenger automobiles, and for a time this request was so extended that only automobiles in Government, emergency or war service were in use on Sunday. These limitations were not extended to the Western states, because at the time there was enough gasoline being produced in California for Pacific Coast needs and its distribution did not require the use of transcontinental transportation facilities needed for war.

It was part of this same campaign to conserve gasoline that led President Wilson to appoint a Government committee to determine and adopt standard specifications for gasoline and other petroleum products.

This committee consisted of the United States Fuel Administration and representatives of the War and Navy Departments, the United States Shipping Board, the Director General of Railroads, the Bureau of Mines and the Bureau of Standards.

The committee was assisted and advised by technical experts from each of these departments and bodies.

After extended discussions, exhaustive tests and experimentation, this Government committee adopted standard specifications for gasoline, not only for aviation purposes, but also for general motor use on land and sea.


These United States Government specifications were drawn up with a view to providing a grade of gasoline that would meet every practical requirement and yet allow maximum production. They deal with the problem on the basis of the best utilization of our petroleum resources, and the maintenance of reasonable prices to the consumer.

Drafted as they were by impartial Government experts, these United States Government gasoline specifications are today being generally considered as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the necessity of petroleum conservation.

The gasoline being furnished today is more powerful and gives greater mileage than the gasoline of ten years ago. Its use is made possible by the improvements in automobile engines and methods of carburization. To go back to the gasoline of ten years ago would be to accept a more highly volatile but less powerful gasoline giving less mileage. It would also result in decreasing the production and increasing the cost of gasoline.

All Red Crown gasoline now being supplied in the Pacific Coast states is refined to conform with the United States Government standard specifications. It has the full, uniform chain of boiling points necessary for full-powered, dependable gasoline: Low boiling points for easy starting, medium boiling points for quick, smooth acceleration, and high boiling points for power and mileage.

STANDARD OIL COMPANY
(California)




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