

Moose Carnival

May 19 to 22

Five Big Shows
Ferris Wheel
Merry-go-Round

Confetti Carnival Saturday Night

Sport News

O.S.P. REDS TAKE 9-4 GAME FROM BLUE TEAM

Old Time Rivals Will Unite Against Chemawa Indians and Harrimans

Owing to the fact that no game with a visiting team was scheduled for Saturday, May 15 at the penitentiary, Joe Keller's Reds split into the old time battle array of the Reds versus Blues. The pen's crack pitcher, Hiram Johnson and "Gravy" Griggs formed the battery for the Reds while John Devitt and Tanner worked in the points for the Blues.

Any visiting team that has ever played in the last few years at Minto Park knows what it means to stack up against either of those batteries. A splendid game resulted in a score of 9 to 4 in favor of the Reds. The winning run was scored on a home run smash by "Southpaw" Henning, the pen's heavy slugger.

Next Saturday the penitentiary team will line up against the Chemawa Indians and on the following day will endeavor to lower the colors of the creek Harriman club of Portland. Joe Keller looks to see his Reds win both games and add a few more scalps to his trophy belt. He umpired Saturday's game as an outside umpire would take his life in his hands in attempting to arbitrate a contest between two keen rivals as the Reds and the Blues.

	R.	B.	P.O.	A.	E.
Kemp, 2b	4	1	2	4	1
Biller, 3b	1	0	1	0	0
C. Johnson, ss	4	0	0	3	0
Waldon, rf	4	1	1	0	0
Devitt, p	2	1	0	1	0
Tanner, c	3	0	0	8	2
Morarity, cf	3	0	1	1	0
Woodward, lb	3	1	1	0	0
Ross, if	3	0	0	0	0
A. Johnson, rf	2	0	0	1	0
Total	30	4	23	12	2

Struck out—Johnson 1; by Devitt 6. Hit by pitched ball—Johnson 2; by Devitt 3. First base on balls—Johnson 1; off Devitt 3. Home runs—by Henning, 2; by Waldon 1; by Woodward 1. Stolen bases—Kemp, Gravy, Miller, Wilson. Time of game 1:40. Umpire, Joe Keller.

LONG-DISTANCE AUTO RECORD.

New York, May 18.—Smashing all transcontinental auto records, E. G. Baker arrived here today from San Diego Cal., after a sensational drive across the continent. Baker made the transcontinental trip in 11 days, seven hours and 15 minutes.

ANNUAL MOTORBOAT CRUISE.

The second annual cruise of the Portland Motorboat and Yacht club will be held at Butteville on May 22 and 23, when thousands of people will gather on the banks of the Willamette to witness the races between the fastest motorboats of the Northwest besides many other attractions that will be given by the people of Butteville. A fine program has been arranged that will give entertainment and amusement to the visitors from the time the Florida arrives at 11 a. m., on Saturday the 22nd, until the final event, the well known Company I Military Band of Woodburn will furnish the music during the two days as well as for the two big dances to be given on Saturday.

O. A. C. Has Pennant Hopes and Cancels W. U. Game

Manager of baseball, Arlie Walker, received a message from Graduate Manager Everett May of Oregon Agricultural College this morning to the effect that O. A. C. would not be able to play the game which they were scheduled to play here May 19. Since O. A. C. has defeated the Washington university team they have a chance to play the winners of the eastern division sometime in the near future, and Manager May did not wish to play the game Wednesday as several of the men are back in their class work and will need to put in some hard ticks in order to play in a championship game.

Booth Out Of Game With Blood Poisoning

Warren Booth, who holds down the keystone sack for the Willamette baseball team, is out of the game for the present and perhaps for the rest of the season as a result of being spiked in the recent game with Oregon. Blood poisoning has since developed, and his leg is very painful. Booth is one of the best men on the team, and his loss will be felt in the game to be played with Pacific university at Forest Grove next Friday.

JASON MOORE ASKS BOARD OF CONTROL FOR AN EXTENSION

Wants 60 Days More Time To File \$25,000 Lake Development Bond

Giving as his grounds the revocation of contract on the part of the company which was to have developed water power on the Des Chutes river to supply the necessary energy for operating his reduction mill and other works in connection with the project, Jason C. Moore, who has the contract with the state for developing the mineral resources of Sumner and Abert lakes in northern Lake county, has made application to the board of control for an extension of the time specified in his contract for the filing of a bond of \$25,000. Under the contract, this bond was to have been filed May 19, day after tomorrow, and the board has taken the matter under advisement pending an opinion upon the question of whether an extension of time would operate to invalidate the contract between Mr. Moore and the state, which has been submitted to Attorney General Brown.

Mr. Moore, who assumed the contract and lease of the lakes under the representation that he would develop a salt and sodium deposits containing therein and pay the state a stipulated price for every ton of mineral product extracted from the waters, proposed to expand several millions of dollars in the development work and construction of pipe line and reduction plant and, under the terms of the act of the legislature, ratifying the contract made by the board of control, he was given six months after the adjournment of the legislature in which to begin work. He has already filed a bond for \$10,000 and the act provides that this bond shall be increased to \$25,000 on or before May 19. Extension of time is asked by Mr. Moore, he states, in order that other arrangements can be made for securing power to operate his proposed plant.

Upon his representation that, inasmuch as the power company with which he had a contract to furnish power on the Des Chutes river for the development of the salt and soda mineral resources of Lake Sumner and Abert, in Lake county, had repudiated the contract on account of lack of funds due to war conditions, he would have to seek other means of securing the necessary power, the state board of control this morning granted Jason C. Moore a 60 days' extension of time in which to file his bond in the sum of \$25,000 as surety of good faith in fulfillment of his contract with the state. The time for filing the \$25,000 bond, as provided in the ratification act of the legislature, was fixed for May 19, to-morrow.

BOB BURMAN, WORLD'S SPEED KING, ENTERED FOR HONORS IN INDIANAPOLIS RACE



BOB BURMAN

Indianapolis, May 18.—Among the entries in the 200-mile auto race to be held here in the latter part of May is Bob Burman, who has been aptly termed the world's speed king. Burman has been going like a house afire of late, defeating Barney Oldfield, Louis Diabrow and Earl Cooper in a series of races for the dirt track championship. With his teammate, Resta, he is expected to be a favorite for the next Hoosier contest.

U. S. Army Short Of Motors For Rapid Transport In War

(Continued from Page One.)

The Mexican officers, who had been trained in the military schools of Europe had picked up the idea of military transports. The little green automobiles, with long wooden seats, which could carry twelve Mexican soldiers each would have hurried Mexican soldiers around into spots where General Funston might not have expected to find them, and got them away again before the Americans could lay either their hands or their bullets on them.

This is not meant to say that the American army is without gasoline land transports. Perhaps the "war experts" in Mexico who advised the war department as to conditions there gave ill advice. However, the fact remains that General Funston was sent to Vera Cruz without gasoline transport; and the Mexicans had automobile transports that were fitted for Mexican roads.

Returning to the comparison between the British and the Vera Cruz American army, the lack of mules is noticeable with the British. The great Missouri jacks that outlast a horse and follow like cows or sheep, the tinkling bells of their leaders, are only beginning to be enlisted in the British expedition. The British have plenty of horses. In fact their army affords one great and splendid horse show of beautiful animals that have been developed through their system of racing. American horses are not an uncommon sight, however, but they're not half brothers at home, in Missouri, who would have stood the journey over here just as well as they did and would have done half again as much work in the mud of Flanders. The great Flanders horses, famous throughout the world, are beautiful and strong. "But they haven't nerve," said an English army hostler. "When they get sick they give up the fight and lay down and die, right there."

This is a complaint that has never been heard against the American army mule, who is likely to kick a man to death while he's dying. On the whole the Missouri mule ought to be a proud possession of the American army, even though he is not so speedy as gasoline.

General Funston took plenty of him to Vera Cruz together with the big army wagons that the American army mule flies around with. The flying men with General Funston at Vera Cruz belonged to the navy, not to the army. No one in the army flying corps had any chance for practice under war conditions at Vera Cruz. There were no spots around the Mexican seaport where a land machine could have alighted and, of necessity, the work was all done by water machines. In the British army, war flying has been brought to its highest efficiency. In peace times the Britishers were not going out for long distance records like the Germans, or for fancy flying; they were quietly developing flying as wartime talent. And the results are now apparent. If the American flying man wants to equal his British brother he must be ready to climb into the air in any wind, ready to climb into the air in any wind, must not stop him. There is a world of difference between those hot summer days at Fort Meyer, in 1908, when the Wrights were showing their machine to the American army officials and wouldn't go into the sky until all the flags were hanging limp in a windless air, and these war days of 1915, when an English flying man flies in tornadoes, if necessary. There is only one sort of a day on which the flying men do not ascend and that is the day on which the clouds hang low. This ap-

plies to all the flying men of all the armies of Europe. The "low cloud" day is the day of rest.

This was illustrated the other day when an officer of an anti-aircraft gun sent a shell into the sky to show me how the gun worked. We couldn't see the shell burst, whereupon he ordered the shell set to burst at 500 feet above the ground. We looked into the sky expecting to see a flash but there was none. The explosion was hidden by the clouds, which were less than 500 feet above us. An aeroplane man at a greater height than 500 feet on a day like this could see nothing below him and, if he did come down below the clouds, he would present an unmissable target to rifles and aircraft guns.

There were no days at Vera Cruz when the weather prevented our navy airmen from flying and it is safe to say that our army airmen, few as they may be, are equally expert. In map making the British army excels. These are field kits for map makers by which small maps can be turned out rapidly; even colored maps can be made in the fighting zone. These maps show even the positions of scattered houses, as well as bridges, windmills and haystacks, and they are so plentiful that even the non-commissioned officers may possess them. How well Mexico is mapped, in the war department at Washington, no one but the experts know, but there were no map-making kits visible at Vera Cruz, and the only maps were those that were laboriously patched out from existing railroad maps and others.

It is not possible, however, or fair to draw the comparison too closely between the British army in the field and the forces which General Funston brought to Vera Cruz. General Funston's force was intended for occupation only and not necessarily for advance, while the British army is outfitted and prepared to proceed to Germany.

LARGE CLASS OF YOUNG DRUGGISTS PASS EXAMINATION

Announcement was made this morning that of the big class of applicants for pharmacist's certificates, who took the examination before the Oregon board of pharmacy in April, 37 were successful in the senior class and five in the junior class. N. L. Tartar, Jr., graduate of the O. A. C., at Corvallis, made the highest average with a percentage of 90. The Oregon board of pharmacy is composed of Bliss L. Darby, Glendale, president; Frank S. Ward, Salem, treasurer; Leon R. Hastings, Medford, secretary; and Ross M. Plummer, Portland, and J. Lee Brown, Marshfield. The successful candidates were:

Seniors—Thos. W. Laird, Bertie Ruth, Frank J. Streibig, Don W. Yantis, T. F. Schaecker, Benjamin Wolf, C. B. Dalton, E. W. Ford, Aaron Rowen, G. T. Cressy, Curious Hittman, R. G. Estes, C. E. Watkins, T. H. Allen, J. A. Duncan, S. C. Smith, Beryl V. Camp, C. L. McPhee, J. E. Gilmore, W. D. Hamilton, Jess Edwards, G. A. Hagey, N. I. Tartar, Jr., C. A. Fryer, C. W. Bent, Stella E. Denn, L. E. Scott, N. L. Rodgers, H. C. Dake, P. C. Blakley, Benj. J. Huntington, Jr., J. E. Chinn, M. G. Allen, C. C. Gaylord, I. L. Betzel, R. H. Paxon.

Juniors—L. T. Barin, O. J. Deming, A. J. Neilson, R. B. Miller, Mary E. Munford.

TO HEAR FRANK CASE.

Atlanta, Ga., May 18.—The state board of pardons today set May 31 as the date for hearing appeal for the commutation of the death sentence imposed upon Leo M. Frank to life imprisonment.

NO HARD TIMES IN SAN FRANCISCO, SAYS MAJOR JOHN M. BURKE

Veteran Show Man With Sells-Floto Circus Tied Up In Washout On S. P.

Radiating good cheer and geniality, in spite of five days' tie-up in the washouts in northern California near Redding, Major John M. Burke, the advance agent for the Sells-Floto shows, breezed into the office today to report 10 packed performances in San Francisco in spite of bad weather, war and alleged hard times.

"No hard times in 'Frisco," says the major. "I have been to every exposition in the world of any importance since 1876 and I have never yet seen the equal of the Panama-Pacific fair. However, I might say, that I have never suffered in my life as I did during the tie-up of the trains during the washouts, but the show never lost an hour and will be in Salem in all its glory for two performances May 20."

After spending a large part of his young life in the Indian wars of the country and as a soldier of fortune, the major is intensely interested in the present great European war. He has personally visited most of the places where the conflict now rages and knows the topography of the country.

Major Burke is neutral, though, on every subject but on the show business and Sells-Floto, about which he says: "The always welcome Sells Floto and New Buffalo Bill family circus is coming with its world of aerial features now especially reinforced with natural horseback riding combined with the trained. Many riders and graceful centaurs always appeal to the admiration, but with the animal in spirited action, interest in the pleasing picture grouping is increasing."

The Sells-Floto Buffalo Bill arena in this respect is what the Louvre, the Vatican and National galleries are to painting; Harvard, Yale, Stanford and Oxford to schooling—a museum and a



MAJOR JOHN M. BURKE.

university, teaching every phase of the equestrian art through expert professors.

The saddleless Indian—the plains ranger—the Sioux—the high-seated Russian cosack—the wild broncho riding Centaur—the American cowboy, the horse's first human mentor—the Arab, the world's mounted military, led by dashing veterans United States cavalry, the western ranch girl, Rhoda Royal's famous stud of picture-posing equines, country hunters, jumping over fence and hedge, with a perfect medley of world rough riders and horse heads, graduation, gives a most comprehensive exposition of possibilities in every line of riding, styles and perfection in horsemanship.

This is but a single feature in one of the many sections of the dual exhibition that has reached the height of superexcellence in quality.

One of the striking additions is the group of picturesque personalities, representative of basic Americanism in character, that are disappearing through assimilation—the Indian; and the last of the living factors, prominent in the era on the frontier dominated by the American scout—Col. W. E. Cody, "Buffalo Bill," who helped to open the once savage wilderness that greatest of world's highways, the Panama canal, was but an opalescent dream.

His presence is reflective of historic deeds and their blending in the mounted pageants creates an animated picture gallery of the passing panorama review of heroic horse-history presented in the multitude of standard and novel arena events, and the quality being suggested at 10:30 in the morning by the Sells-Floto, Buffalo Bill cavalcade. Review it.

DO YOU WANT A PIG?

At a meeting of swine breeders at North Portland last Tuesday arranged the boys and girls of all sections of the state with breeding animals with which to make a start in the raising of pork for market. The plan was inaugurated by the Union Stockyards some weeks ago, but the call for sows was so great that it was found necessary to enlist the aid of professional hog breeders in order to supply the demand. The stockyards will receive orders for sows, already bred, pass them on to the breeders who have agreed to furnish stock, and on receipt of a properly indorsed note from boy or girl the animal will be shipped direct. The notes will be come due and payable at the time the pigs are mature for market.



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Three years ago we could have offered you 20 for 10 cents cigarette of superior quality. But that cigarette would have been 90% just like all others. We could have given you no legitimate reason for changing to ours. So we waited—and made researches and spent thousands of dollars—until we originated NEBO plain end, a cigarette that is in every respect, except shape and color of paper, "Utterly Different" from any other cigarette that was ever manufactured.

A cigarette that offers you every reason for changing from the just-like-all-the-rest cigarette you are now smoking.

All we ask of you is an open mind—and one fair trial of NEBO plain end.

GUARANTEE—If after smoking half the package of NEBO plain end you are not delighted, return balance of package to P. Lorillard Co., New York (Established 1760) and receive your money back.



Marion County Puts Thousands On Roads

(Continued from Page One.)

to determine the feasibility, durability and cost as compared to other classes of pavement, proves a success, the program of the county court will be extended over an indefinite period of years until all main traveled roads have been treated to hard surfacing upon a scale such as will prove the least possible burden upon the taxpayers.

Of the approximately \$80,000 expended upon the county roads during the past five months the greatest outlay, or about 60 per cent, occurred during the months of March and April, the totals for which months, respectively, were \$23,383.85 and \$26,860.32. Of the amount expended for the month of April alone \$10,778.80 was paid out for graveling roads, \$10,439.44 for repairs and improvements, \$1,799.69 for supervisors' salaries, \$918.37 for macadamizing, \$2,728.88 for bridges, and \$221.14 for new tools and machinery. The number of yards of gravel hauled during April was 6526, rock hauled 1273 yards and 101 men and 75 teams volunteered work upon the roads.

Under the new system of keeping the records of the county, which has been installed by County Clerk Gehlar since the state uniform accounting system has been abolished, which is by far the most thorough any systematic system that has ever been in vogue in the county, it is possible to tell at a glance just what amount of money has been expended and exactly what practically every cent has been expended for for every month of the year and in every district in the county. County Clerk Gehlar, who justly takes pride in his almost perfect system of accounting and is always ready and glad to explain it to anyone who shows more than a passing or morbid interest, is able to figure down to the fraction of a cent what the cost of road building of different types is and what it costs to put a yard of gravel or crushed rock upon the road and the road put in condition for travel.

Figuring in one-half of the amount of the road supervisor's salary and all other things and materials in proportion, Mr. Gehlar has ascertained that it costs about \$1.85 per square yard to improve a road with gravel, including excavation work, grading, hauling, labor and rolling, ready for travel, and he has it figured down to a fine point just exactly what it costs to ship a load of gravel from bunkers in Salem and place it upon the road in any part of the county.

It costs from 3 to 5 cents per yard for gravel in the beds, said County Clerk Gehlar, in speaking upon the subject, and 35 to 70 cents per yard for gravel in the bunkers, and 90 per cent of the cost of gravel in the bunkers does not exceed 40 cents per yard. It is much cheaper to handle gravel in the bunkers than it is to load and haul it from the gravel beds, and it can be handled from Salem and delivered to any part of the county much cheaper than from any other point in the county.

CASH REGISTER CASE.

Washington, May 18.—The department of justice today filed in the supreme court a writ of certiorari, asking for a review of the judgment of the sixth circuit court of appeals in the National Cash Register case, which overruled the conviction of Jack E. Patterson and others for violation of the Sherman anti-trust law.

You cannot afford to miss reading the Journal West every day.