

WHY YOU SHOULD BUY AT JOHNSON'S THRIFT SALE

At this time when we are called upon to help the many causes for the winning of the war we should economize on the money we spend for personal appearances.

Men's Suits 1/2 Price



The above statement is almost without reason--with the woolen markets as they are and the Government taking over the entire wool output this fact of selling suits at 1/2 price should be appreciated by those needing clothes. In this assortment are suits that sold up to \$30; all wool garments, some of them not up to the minute in style but all worthy goods.

We also are putting on a line of Men's High grade Wool Suits, that cannot be outclassed in style, quality and workmanship in all styles; you should pay from \$7.50 to \$10.00 more than we are asking--only \$19.85.

A FEW SPECIALS FOR THIS SALE

Men's fine ribbed Summer Underwear \$1.29	A Line of Bell and Arrow Collars 10c	15c Handkerchiefs, special 3 for 25c
A Fine Line of \$6.00 Dress Shoes to go for \$4.85	Broken Lines of Underwear, \$1.50 garments, each 98c	Assortment of Cloth Hats, while they last \$1.89
Men's Shirts, soft collar attached, sizes 14 to 17 1/2, value to \$2.00, special 98c	Broken Line Men's Balbriggan Underwear, regular \$1.25, now 69c	Men's White Union Suits, Short sleeves, long legs, special \$1.29

G. W. JOHNSON & COMPANY

U. S. National Bank Building Salem, Oregon



C. E. ALBIN

Salem has been my residence for eight years and I have at all times taken an active part in the things designed to promote the interests of the citizens of the Capital city.

If elected mayor I shall perform the duties of that office and see that the laws and ordinances are enforced, and use every effort to make and keep this a city the reputation of which will be clean in every respect, and the pride of those who reside and carry on business within its limits.

I shall assist in every possible way in securing for Salem new enterprises, and urge and work for civic improvements, in my judgment extreme care and economy should be used during the period of the war, our first duty as citizens of these great United States being to assist those in charge of governmental affairs, and our boys at the front in making the world safe for democracy.

I will at all time guard the interests of the tax payer and see that the citizens of Salem receive full value for every dollar of expenditure in public improvements, upkeep and administration of the affairs of the city. (Paid adv.)

TROOPS ON WAY

(Continued from page one)

It was a big picnic.

TWO AVIATORS DIE

By Frank J. Taylor

(United Press Staff Correspondent) With the American Army in Lorraine, May 14.—(Night).—I saw two American aviators die, in a quick and terrible tragedy northwest of Toul this afternoon. Their plane became uncontrollable and crashed to earth. The cause is not known.

First, I noticed three American observation planes skirting under some low clouds over our lines at an altitude of probably 3,000 feet. Suddenly the three darted into a cloud.

Then I observed one of the machines plunging straight downward, with the motor going at full power. I expected it momentarily to flatten out but the plane kept plunging, the motor roaring louder and louder. The plane struck with an echoing crash in a field about 200 yards from a village just behind the American lines.

An ambulance patrol went out and, returning reported that the nose of the plane had torn a huge hole in the earth the engine completely crushing the pilot and observer. The plane was battered to bits.

Quietly and bravely, a detail party went out in full view of the German artillery to perform the solemn duty of gathering up the bodies for burial.

The other two American planes, now Corporals Charles R. James, Indianapolis, Ind.

William E. Traub, Miami, Fla. Privates Jesse A. Billhumer, Oglesby, Ill.

Peter J. Bohlen, Brooklyn, N. Y. Herbert Falenweider, Indianapolis, Ind.

Evert H. Hoekard, Van Buren, Ind. John C. Townsley, Vincennes, Ind.

Missing in action: Captain George C. Freeland, Westville, Conn.

Lieutenant James F. Crawford, Warsaw, N. Y.

Corporals Thomas P. Barry, New Haven, Conn.

Jack Bathgate, Orange, Conn. Harold A. Bergman, New Haven, Conn.

Gustaf E. Carlson, Middletown, Conn. Fred W. Chitty, New Haven, Conn.

James F. Coleman, New Haven, Conn. Arthur P. Johnson, Middletown, Conn.

William L. Kuth, New Haven, Conn. George D. McHugh, New Haven, Conn.

Sergeant Walter J. Reynolds, New Haven, Conn.

Mechanicians, John F. Cronin, Portland, Conn.

Peter F. Plant, Quincy, Mass. Bugler Herbert K. Newton, Hartford, Conn.

Privates Chester D. Gravatt, Ocean Grove, N. J.

Edward Clark, Collinsville, Conn. Harry I. Cook, East Hampton, Conn.

Leonard Colburn, New Haven, Conn. Lory M. Clouch, New Milford, Conn.

Joseph D'Anna, New Milford, Conn. John M. Jennings, Belleplain, Iowa.

Raymond J. Kanoff, New Haven, Conn.

John Knudson, New Haven, Conn. Vincenzo Labriola, Bristol, Conn.

Joseph P. Leary, Middletown, Conn. William P. Lemieux, Middletown, Conn.

John A. Minor, New Haven, Conn. Michael M. Olie, Pequabuck, Conn.

Ernest D. Moquin, Bristol, Conn. Edward W. Prunier, New Haven, Conn.

Jeff D. Quinn, Glencoe, Ala. John Sachs, New Haven, Conn.

Daniel E. Sala, West Wareham, Mass. John Samak, Reval, Russia.

Boleslaw R. Sefcik, New London, Conn. Warren E. Thompson, Portland, Conn.

Ellis M. Young, Everett, Mass.

POSTAL BIPLANE

(Continued from page one)

was driven by Flight Lieutenant Terry H. Webb, aged 25, of Gazelle, Cal.

Webb, the son of Louis Webb, manager of the LaGrange Hydraulic company of Kennedy, Cal., is a graduate of Columbia University and joined the aviation corps at the declaration of war.

The big biplane, was out of sight ten minutes after leaving the ground. The flight started at the place where the first international aviation meet opened eight years ago.

A crowd of invited guests gathered at Belmont Park to witness the historical event. Among those who spoke were Postmaster Patton of New York, Byron Newton, collector of the port, and Al-lan Hawley, president of the Aero club of America.

Reaches Philadelphia

Philadelphia, May 15.—Lieutenant Webb landed at Bustleton, near here, with the first aerial mail delivery from New York at exactly 1 o'clock this afternoon. This was one hour and a half after leaving Belmont Park, Long Island with the mail for this city and Washington.

Lieutenant Webb was received by a committee representing the city, state and nation and was presented with a wrist watch.

Second Lieutenant J. C. Edgerton relieved Lieutenant Webb at the wheel to pilot the machine on the 140 mile trip to Washington.

When word of Lieutenant Boyle's mishap reached here, Lieutenant Paul Culver loaded the bags of mail into his machine and set out for New York.

He left at 2:30 and said just before he left that he would reach Belmont Park in less than one hour--or ahead of schedule time.

How Times Have Changed

Washington, May 15.—Eighty-six years has cut the mail delivery between New York and Washington from thirty-two to three hours.

In 1832 by a special combination of stage coach, railroad and steamboat, the 250 mile route was traversed in the then remarkable time of thirty-two hours. This feat was the subject of congratulatory speeches in the senate.

Through establishment of relays of fresh horses every five miles the pony express attained great speed, delivering New York mail in Washington in fifteen hours.

Children Cry FOR FLETCHER'S CASTORIA

free from the clouds, circled above like hawks while their occupants peered over-side to find out the fate of their patrol mates. For several minutes they unheeded thus, then returned to their duty, of watching the German lines--as though nothing had happened other than the every day irony of war.

ARE YOU STILL YOUNG AT HEART?

Then Why Look Older Than You Feel?

Every woman is as young as she looks, so why let sentiment or prejudice prevent your keeping youthful as long as you wish?

Not long ago many women would not use face powders or cosmetics. Today, practically every woman knows their need and uses them. This is equally true of the hair color restorer. Thousands of women keep their hair dark and youthful with Q-ban Hair Color Restorer. It is not a dye, but a delightful toilet preparation which brings back the color and gloss as gradually and evenly as the natural re-growing of the hair itself.

Q-ban will not stain the scalp, wash or rub off; and does not interfere with washing or waving the hair. Keeps it glossy and healthy. Guaranteed to satisfy or money refunded.

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CHARLIE CHAPLIN "A DOG'S LIFE"

It's Some Show

LIBERTY Theatre

MAE MARSH A SCREEN FAVORITE In "THE BELOVED TRAITOR"

Starting Tomorrow

The emotional drama of a Good Girl who Outwitted a Vampire.

Investigating Story of German Munitions Here

New York, May 15.—Investigation of alleged stories of Gustav Lussing, a naturalized American of German birth, that he represented the owners of large stores of rifles and ammunition held in the United States was resumed today by Attorney General Lewis and Deputy Becker.

Fifty of the witnesses are still to be heard. Only one witness has been found who ever visited the storehouse of the "phantom" war materials which another witness testified, he had been told were to be used to Germanize America.

Francis L. Judd, acting as agent of a Russian official, who was in the market for rifles testified he visited a storage house examined some rifles, was told that there were 287,000 in the building and opened some of the boxes containing them.

teen hours. The horses would be run top speed for their five mile stretch, then be replaced by fresh animals. Relay riders were replaced every twenty miles.

NORTHWEST SECURES

(Continued from page one)

bers 18 feet and longer, No. 2 clear and better, with a proportionate quantity of running board material, decking and other stock.

The placing of these orders in complete war units was contended for by the West Coast association in its negotiations at Washington.

RICHMOND P. HOBSON

(Continued from page one)

and he was known as a naval constructor. He was with Admiral Sampson when Admiral Cervera and the Spanish fleet was blockaded within the Santiago harbor.

This harbor is pretty much on the plan of a bottle with the neck for its entrance and it was across this entrance that it was proposed to sink a ship to prevent the Spanish vessels from coming out.

Admiral Sampson called a conference on the battle ship New York late in May of 1898 where the blocking of the entrance was discussed. Later the admiral sent for Lieutenant Hobson who also had become greatly interested in the idea.

Story of The Attack.

The collier Merrimac, a coal ship, heavily loaded was taken to the entrance of the harbor under its own steam early in the morning of June 2, 1898, in command of Lieutenant Hobson with seven men. As it was about to enter the harbor it was recalled by Admiral Sampson. However on the following night, June 3, Lieutenant Hobson and his men before daylight, steamed into the harbor and was within 400 yards of Moro castle before being discovered by a Spanish patrol boat.

It was Hobson's intention to sink the Merrimac directly across the 320 foot channel, but the patrol boat had shot away the steering gear of the Merrimac and the gear of the stern anchor, so that it could not be placed directly across the entrance.

The ten torpedoes on the Merrimac were then ordered exploded when it was found that the collier could not be placed as desired. Only two of the torpedoes exploded. As the boat sunk, Hobson and his seven men clung to the ship raft, now directly under fire from the guns in Castle Moro.

Poward daylight, Admiral Cervera with his party, drew near the Merrimac, and Hobson called out that he would like to surrender to an officer. They were taken on board and well treated and later imprisoned until in July of that year when they were exchanged.

As a reward, Lieutenant Hobson was raised ten grades in the naval service with the rank of captain. After being permitted to tour the country as the famous captain and hero of the Merrimac, at the age of 29 years, the navy department sent him to Hongkong to repair ships.

About this time he had trouble with his eyes and was returned home. In 1903 he resigned from the navy and in 1906 was elected congressman from his home district in Alabama, which he represented until 1915. In that year he came before the people of Alabama for senator and was defeated.

He is now 48 years old and is devoting his time to the temperance issue.



before the country. While in congress he married into a wealthy Washington, D. C. family.

Republican Candidate for

COUNTY COMMISSIONER

Jas. P. Feller

No. 66 on Official Ballot Slogan: Fearless execution of the duties of this office.

Native of Marion County. (Pd. Adv.)

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LARGEST CASUALTY

(Continued from page one)

Rene Gagon, Serlest, Georgetown, Mass.

Norman N. Dow, Princeton, Maine.

Wounded severely: Sergeant John A. Drottar, Chisholm, Maine.

Privates William H. Andrews, Downey, Idaho.

Otto J. Beyer, Castorland, N. Y.

Lester W. Chase, Derry, N. H.

Walter G. Gouin, Westville, N. H.

Mike Zalaki, Farmington, Maine.

Wounded slightly: Captain Clarence F. Johnson, Chicago.

Lieutenants King Alexander, Chambersburg, Pa.

John N. Dickerson, San Francisco.

Sergeant Solon E. Ellis, Waco Texas.

Corporals James H. Gittings, St. Mary, Ky.

Herbert Green, Bartterville, Ky.

Burdett Nary, Hillsdale, Ill.

Musicians Nelson H. Driver, St. Joseph, Mo.

Orion Helm, Columbus, Ohio.

Richard Wickersham, Estherville, Ia.

Privates Rollo Bates, Ladysmith, Wis.

George Burger, Chicago.

Don Butcher, Fort Wayne, Ind.

Privates Roy J. Collins, Petersburg, Illinois.

Alfred T. Francisco, Wilmette, Ill.

Hans A. Hamer, Mankato, Minn.

Stanley Hientze, Beaver, Wis.

Sam Horier, Waldo, Ark.

James D. Leggett, Rodney, Iowa.

Kirby S. McCarty, Washington Court-house, Ohio.

Standish Mescham, Cincinnati, Ohio.

William A. Miller, Chicago.

Francis L. Pritchard, Rousseville, Pa.

George Rurnick, Chicago.

Thomas C. Soder, Ravenscroft, Tenn.

Walter Thomas, Lexington, Ky.

Bouta Wals, Cincinnati, Ohio.

Raymond Watson, Hart, Mich.

Wounded in action: Sergeant Gray Begley, Shelbyville, Ind.

DOUBLE SHOW

Dorothy Dalton

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