

PURPOSE

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BETTERMENT OF POST SERVICE IS DISCUSSED

Postmasters And Business Men Consider Defects And Remedies.

Washington, April 1.—Suggestions for betterment of the postal service were to be offered this afternoon at a conference of postmasters and business men from all over the country. A special committee was appointed to consider the suggestions.

Postmaster General Burleson, in welcoming the conferees, said the department welcomed all criticism. But selfish criticism directed against policies intended to benefit the public generally would receive no consideration, he said.

Among the business interests represented at the conference were: Association of American Bankers; big mail order houses and the United States Chamber of Commerce.

More than seventy postmasters were welcomed to the conference by Colin Selph, postmaster at St. Louis, and president of the National Postmasters' association.

Businessmen and postmasters will cooperate in planning nation-wide campaigns to better the postal service in a committee appointed today at the opening meeting. Members of the committee are:

C. J. Bell, representing the American Bankers' association; F. F. Debeard, Merchants association, New York; Geo. Rosenberg, New York publisher; A. B. Schmidt, general traffic manager Sears, Roebuck & company; George A. Leonard, postoffice inspector; Charles E. Janzier, New Orleans, postmaster; T. C. Patten, New York postmaster; Colin Selph, St. Louis postmaster, committee chairman.

Hawley Spends Recess Time Inspecting Public Works

Representative W. C. Hawley is spending his time while in Oregon inspecting the various localities inspecting public works in the course of construction and others proposed to be constructed and interviewing his constituency relative to public matters. He plans on covering as much of the district as possible before the special session of congress is called and after spending Wednesday in his Salem office attending to correspondence, he will go to Eugene Thursday to attend the state convention of the Federal Farm Loan associations.

Friday afternoon, he will arrive at Toledo where he will remain all night and Saturday he will be at Newport. While in that locality he will inspect the improvement of the Yaquina river and waterway.

Mr. Hawley in company with the members of the water commission and other citizens of Corvallis spent Monday in examining certain public lands on the east side of Mt. Chiantini, or Mary's Peak, desired for the protection of the water supply of Corvallis, the Oregon Agricultural college and Philomath. The area involved is fourteen hundred acres.

He returned from his trip to Corvallis this morning and will address the Six O'clock club at the M. E. church this evening.

Peace Delegate From England



Andrew Bonar Law, Lord Privy Seal and Leader of the House of Commons.

Irish-American Delegates To Peace Conference Delayed

New York, April 1.—Sailing of the steamer LaTouraine carrying the Irish American delegates to the peace conference was delayed today. At 1:30, half an hour after the scheduled hour for departure, the ship still was at her dock and the delegation had not appeared. Owing to the lack of tugs, it appeared likely LaTouraine would not get away before tonight or possibly tomorrow morning. A big crowd of Irishmen was at the pier, waiting to cheer the delegates when they arrived.

The delegates are Frank P. Walsh, formerly of the national war labor board; Edward P. Dunne, ex-governor of Illinois and Michael J. Ryan, lawyer, Philadelphia.

The purpose of these men, who were selected at the recent Irish convention in Philadelphia, is to ask the peace conference to hear the accredited delegates of the Irish republic, who ask self determination.

Popular Salem Officer Returns On Kentuckian

New York, April 1.—Among the officers returning to the United States aboard the transport Kentuckian, which docked here this morning, were:

Charles M. Ross, Portland; Captain James W. Stewart, San Francisco; Captain Carlton B. Joeckel, Berkeley; Lieutenant James W. Boyd, Jr., Wilfords; Captain D. J. Smith, Sacramento; Captain J. V. Richards, Spokane Wash; Captain Cloyd Bousch, Salem, Oregon.

Brigadier General Vernon A. Caldwell, commanding the 182nd brigade, returned with a Belgian war cross but declined to say what he had received it for.

American Losses In Meuse-Argonne Fight 115,529

Paris, April 1.—Official figures of the Meuse-Argonne battle, compiled by American general headquarters and made public today, show the total American losses were 115,529 out of 631,405 men engaged.

The American losses in the 47 days battle were apportioned as follows:

Killed, 15,299; wounded, 69,832; gassed, 18,664; shell shocked, 2,629; missing, 8,805.

In addition to the Americans, there were 138,000 French engaged.

The total artillery ammunition used was 3,408,725 rounds. The expenditures averaged 72,541 a day. The greatest number of rounds used in one day was 313,078, on September 26.

There were 598 American airplanes available for service. Planes "crashed" or missing were 324. Enemy planes brought down totalled 194.

One hundred and forty two tanks were employed.

PRESSLEY IN NEW YORK

Sergeant Albert C. Pressley, of this city, who won the distinguished service cross after he had captured a machine gun and 29 German prisoners single handed, arrived in New York today aboard the transport Kentuckian, according to press dispatches this afternoon.

Trade Commission Protests Cobline Of Pattern Makers

Washington, April 1.—The federal trade commission today issued formal complaint against the Butterick company and subscribers and the Pictorial Review company, two pattern-making companies of New York City and have ordered them to appear before the commission for hearings on May 13 and 14, respectively.

The Butterick company, it is charged, have contracted with some 20,000 retail stores for the maintenance of fixed re-sale price on Butterick patterns and for exclusion of competing patterns and have refused to sell patterns to stores which insist on reselling to the public at their own prices.

The Pictorial Review company it was stated, has entered into contracts with many thousand retail drygoods stores providing that it will repurchase out of date or unsold patterns only on conditions that its standard re-sale price is observed and the patterns of competitors excluded from sales.

The action of these two companies, it is stated, cuts out all competition in a large percentage of the retail drygoods trade.

Chicago Vote For Mayor Is Largest In History Of City

Chicago, April 1.—Predictions of the largest vote ever cast in Chicago were made late today when election of officials announced more than 550,000 votes had been dropped in the ballot boxes at 2:30 p. m. in the Chicago mayoralty election. The total registered vote is 793,000.

With an hour and a half remaining before the polls closed candidates' managers declared the late rush would bring the total vote close to 700,000. Long lines of voters were waiting to cast their ballots at practically all downtown polling places.

Voting was orderly in most of the precincts. Only minor troubles were reported to the state's attorneys office.

Coonley Prescribes Cure For Bolshevism In America

Indianapolis, Ind., April 1.—Howard Coonley, vice-president of the shipping board, told 350 business men of Indianapolis that bolshevism in the United States can be headed off by giving the workers an active interest in the industries where they are employed. He said that bolshevism in the United States reached its crest in the recent Seattle strike and that the intelligence of the American workman is too powerful for the Russian idea to combat.

Coonley advised employers to cease talking to the men about pay and hours and make an effort to stimulate their interest in the work.

Transport Canopic Bringing Americans Back From Italy

Washington, April 1.—The transport Canopic is on the high seas, bringing home some 1400 troops from Italy, the war department announced today. The troops, which were sent to Italy at the time of the Austrian drive, have lately been concentrated at Genoa and transported from there to Marseille, from which the Canopic sailed on March 9.

The Canopic is due in New York April 10 with the 322d infantry, field and staff, detachment of the headquarters company, detachment of supply company, detachment of machine gun company, detachment of medical department, detachment of base hospital 107 for Camp Upton; annual company 2412, New Jersey.

TWO SECRET TREATIES

Paris, April 1.—The Journal Des Debats today published two secret treaties between Bulgaria and Austria-Hungary showing the concessions granted the former for entering the war on the side of the central powers.

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:

- (a) The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- (b) 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.
- (c) 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 as 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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FLY TO NORTH POLE

London, April 1.—Captain Robert Bartlett of New York plans to fly to the north pole in June, starting from a base at Cape Columbia, it was announced today.

Bartlett, who is 44 years old, started his polar explorations as a member of the Peary expedition in 1897. He headed the Canadian government expedition in 1913-14 when he crossed on the ice to Siberia.

KOREANS STAGE RIOT

Peking, Mar. 30.—Twenty thousand Koreans staged a great demonstration in Seoul on March 29, according to delayed dispatches received here today. The military was called out and many casualties resulted.

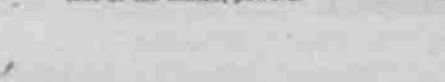
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For Thin People

PIPP WEARS SHANTY

Jacksonville, Fla., April 1.—Walter Hipp is wearing a shanty over his left leg today. Ping Hodie's liner took a wicked bend in yesterday's five to four game between the Yankee regulars and the Yankigans. There were no other casualties.



MORE UNITS ASSIGNED

Washington, April 1.—The following organizations have been assigned to early convoy, the war department announced today:

Base hospital 71; 114th engineers and train; 53rd pioneer infantry; 372nd aero squadron; ordnance central companies 29 to 37, inclusive; equal company 8; transportation corps; 312th clothing unit; 336th butcher company and 1193 aero replacement squadron.

JAPAN WARNS CHINA

London, April 1.—The Japanese minister to China warned the Chinese government that in the event Japanese commercial interests suffer through disclosure of secret agreements, China would be held responsible for the loss, according to a news agency dispatch received from Peking today.

STEAMERS COLLIDE

Dover, Eng., April 1.—The steamer Clan MacBoeken and Sildsen were in collision off South Foreland (Kent) today. Wireless calls for help were received from both steamers. Later authority tugs were reported towing the Clan MacBoeken to this port.

YANKES LEAVE ITALY.

New York, April 1.—An official cablegram from Rome to the Italian consul general here today, says the 322nd United States infantry, composed

of Ohio and Pennsylvania drafted men,

has sailed from Genoa, where a gold medal was presented to the entire regiment for valorous fighting with the armies of Italy.

MOTHER KNOWS

HOW HEALTHFUL AND-BIU GRANTS ARE FOR GROWING CHILDREN