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Kellogg's TOASTED CORN FLAKES

Reduction Shoe Sale

The Bootery
WHERE CASH IS KING

TURNER LOCALS

(Capital Journal Special Service.)

Miss Helen Peetz is among those who have gone up in the airplane.

John Ahrens finished picking his logberries Friday afternoon. Mr. Ahrens treated the pickers to ice cream while checking up the account of the season.

Mr. and Mrs. Tanquary of Homersport Sunday with Mr. and Mrs. Ed Kelly.

William Meekenhaw and family arrived Friday from North Dakota.

Jay Denham has purchased the Busby place two miles east of town.

Mrs. J. M. Bones, Mrs. L. D. Barr and the George Morris family attended the funeral of Mrs. Curtis Wittz last Saturday in Salem.

Mr. and Mrs. Otto Hoffman and daughters, Martha and Dorothy, motored from Portland Saturday for a few days' visit with Mr. and Mrs. Tom Little.

Mr. and Mrs. George Moore and daughters together with Mr. and Mrs. Lawrence Roberts and son, Dean, returned Friday from their vacation in the Cascades.

Carol Duncan and J. E. Farris have

begun picking beans.

The Christian church people are talking of organizing a local church here. It seems to be meeting with public favor throughout the entire community.

Mr. and Mrs. Arthur Edwards motored to Shaw Tuesday to attend the funeral of Kenneth, son of Mr. and Mrs. Orin Lewis, who died Sunday.

Mrs. Elizabeth McKay left last Thursday for an extended vacation. Mrs. McKay will visit sisters living in Canada.

Mr. and Mrs. Robert Shafer (nee Lizzie McKay) will stay at the farm home during Mrs. McKay's absence.

J. E. Waggoner received severe burns last Friday when the ammonia pipes gave way at the creamery. At first it was thought local nursing would be all that was needed, but Dr. Robertson found it necessary to remove Mr. Waggoner to the hospital in Salem Tuesday.

Because the company discharged two members of their union and refused to reinstate them, 300 men walked out at the Donovan lumber mills at Beilleville and later paraded the streets.

\$\$\$—Keep Them Home—\$\$\$

SEATTLE SUPREMACY

(Continued from page one)

Washington to ship their wheat. He tried to show that it cost more to haul wheat over the mountains to Seattle than it did down the river to Portland.

Gilman, upon the completion of Newell's cross examination, testified there was apparently a grave error in Newell's testimony that it cost more to ship from Portland to Seattle than from Pendleton to Portland. He gave an early history of shipping in both Seattle and Portland and attempted to show the reasons for Seattle so far outstripping Portland were due entirely to the resourcefulness of the business men of the Sound. He attributed Seattle's success to the Alaskan gold rush and the present war.

Gilman testified that the opinions of Portland business men differed in the demand that Portland be given an advantageous rate over Seattle. He said that the shippers were not demanding a cheaper rate, but would take one if given them.

Inference that Seattle owed a great deal of her immense oriental trade to the cold attitude of Portland towards the Japanese trading firms, marked the cross examination of L. C. Gilman, assistant regional director of the United States railway administration by J. N. Teal, Portland rate expert.

Gilman attributed Seattle's growth of trade with Japan to two reasons, the first because Seattle had looked towards the sea for business, while Portland had looked towards the land, and secondly, because he considered the Seattle terminals superior to Portland's.

He also said that this trade had been augmented by the foresight of the transcontinental railroads in building docks. "Can you think of any other reason why the oriental trade came to Seattle rather than to Portland?" questioned Teal.

"No, I can't," answered Gilman. "Didn't the attitude expressed by Portland against the Japanese have something to do with the placing of the business in Seattle?" continued Teal.

"No, I never heard of that." Ex-Governor Oswald West, representing Portland's claim in the rate controversy, said that the Japanese angle was a new phase to him.

"I never heard of it before," he said. "There may have been some talk against the Japanese in Portland, but it wasn't general, and it never reached my ears."

Gilman said he did not think Portland would do any more business than at present, even though a transcontinental line were constructed through the Portland district. He believed the Spokane, Seattle and St. Paul line was sufficient to handle all freight from the eastern Washington field.

PLANES WORTH

(Continued from page one)

were piled up and burned, after their motors had been destroyed, it was testified. The first two witnesses were Lieutenant Paul L. Lockwood, Stamford Conn., of the first pursuit squadron, and Sergeant Alfred T. Roraz, Scranton, Pa., of the fourth pursuit squadron.

Lockwood referred to the fire as "apparently useless destruction" of planes in good condition. He said orders for their demolition were written and came from officers "higher up." He did not know their names.

Although he did not witness the fire, Roraz said he was ordered to detail sixty men to do the work.

Machines Nearly New

Sergeant Fred F. Bailey, Manassas, N. J., testified he was in charge of a detail of 75 men destroying planes and that the work was still going on when he left France in May. He said all the

planes were in good condition and that the records showed one of them had been used only 20 minutes.

Bailey said guards were placed about the "pyres" to prevent photographs being taken. All his men were curious about this destruction, he said, but could not ascertain why it was ordered, or who ordered it.

Today's investigation was in charge

of Congressman Bland, Indiana, he was assisted by Congressman Johnson, South Dakota.

Further Probing to Come

Bland said the committee also proposed to inquire into alleged enormous expenditures through destruction of trees in various parts of France and bills presented by the French for depreciated land values resulting from digging trenches. He said inquiry would also be made into the British government's charge for transmitting American soldiers overseas.

The committee was particularly anxious to determine the identity of officers alleged to be responsible for the "million dollar fire" and similar incidents. Bland said this phase of the investigation resulted from General March's request for such information from General Pershing. The latter, according to Bland, replied there had been no useless destruction.

The committee will complete its work here in a day or two and will sail for France August 7 to continue the investigation.

Many Planes Defective

Private John T. Kelley, Central Falls, R. I., said he believed the planes were destroyed "to save the trouble of transporting them home."

Bland asked Kelley if he knew anything about alleged wholesale destructions of uniforms, blankets, shoes and hay and other supplies. Kelley replied he did not know personally, but had heard of it.

Lieutenant Lockwood, recalled to the stand, said at the time of the armistice—during the Argonne-Meuse offensive—there were forty American pilots on the ground because they had no planes. The American aerial forces at that time, he testified, were very short of material. Bland volunteered the information that while in Oureg, France, a Colonel Anderson told him that sixty American flyers had lost their lives because of fuel shortages.

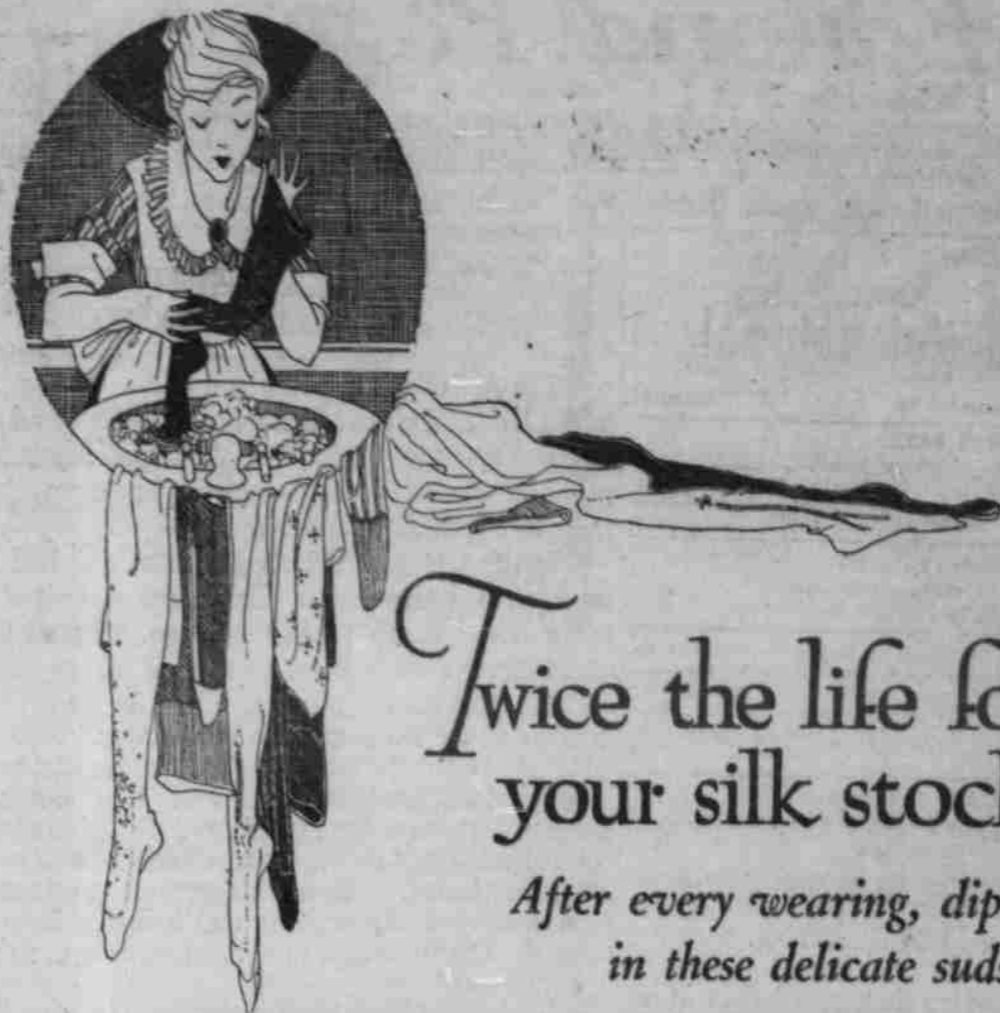
The committee closed its hearings here this afternoon. Bland announced that other hearings will be held in Washington and France. He said that Captain Eddie Rickenbacker and other famous flyers would be called to testify regarding shortage of aerial equipment.

14,000 ACRES

(Continued from page one)

able condition, and that the consumer may everywhere know something of Oregon and its fruits, the association will, sometime this fall, offer prizes for a name to be selected under which Oregon products are to be nationally known.

For instance the California prune association has appropriated \$500,000 for



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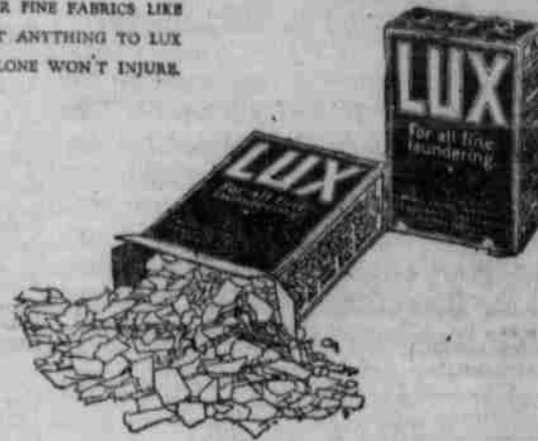
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