

# Tax Ratios Increased Far Above Last Year

Salem — Because of comparatively quiet real estate market the greater part of the year, the State tax commission has fixed ratios somewhat higher than last year for virtually all counties. The higher ratios, however, do not necessarily mean higher taxes, but mean that the valuations for taxable purposes are nearer the actual values than last year, when property values were higher.

The ratios are for the use of the county assessors in determining the taxes of public service corporations and for the purpose of arriving at each county's proportion of taxes for use of the state. Under the law the commission finds the actual value of public corporation property and fixes a valuation for taxable purposes in the same ratio of actual value as the county assessors fix for the assessment of other property for taxation. The property of public service corporations is the only property actually valued by the commission and the ratios are fixed for the benefit of the county assessors in levying the taxes.

In Multnomah county, where there is a large part of public service corporation property, the ratio is increased from 60 to 63 per cent, but in 1912 it was 65 per cent. The biggest increase was made in Tillamook county, where it was advanced from 60 to 88 per

cent. An increase of from 52 to 63 was made in Grant, from 80 to 86 in Curry and from 66 to 74 in Klamath. The ratios are used as a basis for equalization between the counties in apportioning the state taxes, the apportionment and levy of state taxes to be made in December, and the collections to start early in the spring.

The State tax commission, which is composed of Governor West, Secretary of State Olcott, State Treasurer Kay and Tax commissioners Galloway and Eaton, has been gathering information and conducting hearings for more than a month in arriving at the ratios.

Virtually all public service corporations had representatives before the commission asking for reductions of tentative ratios fixed by the commission.

A comparison of ratios for this and last year is as follows:

County	1914	1913	County	1914	1913
Baker	75	72	Lane	66	65
Benton	65	65	Lincoln	93	90
Clackamas	58	58	Linn	68	65
Clatsop	59	57	Malheur	68	74
Columbia	78	75	Marion	69	66
Cook	69	69	Morrow	86	84
Crook	53	56	Multnomah	63	69
Curry	86	80	Polk	52	52
Douglas	69	75	Sherman	68	68
Gilliam	75	74	Tillamook	88	89
Grant	62	52	Umatilla	80	77
Harney	63	63	Union	70	65
Hood River	71	71	Wasco	75	70
Jackson	74	74	Wasco	75	71
Jessamine	74	70	Washington	54	50
Klamath	74	60	Wheeler	70	59
Lake	75	74	Yamhill	62	50

# New Willamette Valley Southern Soon to Operate

Oregon City — Willamette Valley Southern tracks will be laid into Mount Angel, Marion county, by Thanksgiving, trains will be running on regular schedules by December 15 and direct connection over a new electric railroad will be established shortly afterwards between Portland, Oregon City and the terminus of the new line.

It is understood generally that traffic agreements will allow direct connection between Mount Angel and Portland. An early morning express service will leave Mount Angel and gather milk, cream and farm produce which will be delivered into Portland every morning and a daily freight service will be maintained. Freight in small quantities now is coming in on the road, but all of the company's equipment is busy hauling gravel from this city to the end of the line for ballast. Two and three trains of eight or 10 cars each carry ballast on the line each day.

Rails are now laid on the line and

the track is thoroughly ballasted with river gravel four miles past Molalla. Six passenger cars and other equipment are now in Portland waiting until the road is completed.

Depots and electrical substations at Beaver Creek and Monitor are well under way. Crews now are working along the right of way on the larger cuts where there is danger of slides in the rainy season and piles will be driven in several places to make the safety of the track sure.

Over the new line Mount Angel, the terminus, is 30 miles from Oregon City, or 43 miles from Portland. Molalla is 19 miles from Oregon City and 32 miles from Portland.

The railroad officials are making tentative plans for the train service. The passenger service will be equal to any electric road in the state. The best equipped coaches have been obtained and the company is planning to cut the time from Portland and Oregon City to Molalla and Mount Angel under present steam road schedules.

# Kaleva Brothers and Sisters Hold Convention

Astoria — The National convention of the United Kaleva Brothers and Sisters, formerly the Finnish Brotherhood, closed its session here this week. The convention decided to meet once in four years, changed the name of the organization, voted to admit women to membership and doubled the salaries of the national secretary and treasurer.

The next convention will be held at Fort Bragg, Cal. The question of establishing an insurance branch of the order was postponed until the next convention in order to allow the subordinate lodges further time to consider the innovation.

Officers to serve during the ensuing four years were elected as follows: President, Gust L. Laine; first vice president, Andrew Johnson; second vice president, Mrs. Aino Martin; secretary, Sven Loberg; treasurer, Waldeman Walkkinen; trustees, Walter Mork, Henry Niemi, John Personen, Samuel Burg and Arvid Moiseio; auditors, Samuel Asikinen, John Wiinamiki and H. F. Toikka.

# Seaside Creamery Pays.

Seaside — Seaside's co-operative creamery has made a satisfactory showing in the first 18 months that it has operated. The capital stock is \$5000 and in the year and a half since it started, the stockholders have received approximately \$2700 in dividends, in the form of increased prices for butter fat, that being the manner in which the profits are distributed. At the last meeting of the board of directors Manager C. W. Brague resigned and F. H. Loughton was appointed to fill the position of secretary and treasurer.

# Big Lumber Cargo Sent South.

St. Helens — The St. Helens Mill company this week sent the Celilo, with a million feet of lumber, for San Pedro and the Multnomah for San Diego. The Multnomah left the dock 30 minutes after the Celilo had cleared. These two vessels had a race on their last trip down the coast. Each vessel with a full quota of passengers. The Willamette took a full load of lumber and passengers for San Pedro. The Yosemite, with 40 passengers and 600,000 feet of lumber, departed for San Francisco.

# Baker Growers Refuse to Sell.

Baker — Prices on grain slumped still further in the Baker market. Offerings for wheat were \$1 for bluestem and forty-fold and 95 cents for club, two cents below the top offerings of last week. Barley dropped from \$20 a ton to \$19 a ton, oats fell off 2 1/2 cents a hundred-weight, the offers being only \$1.12 1/2. Farmers refused to sell at the reduced prices, which were based on the reductions in Portland.

# Florence Mayor Ousted.

Florence — At a special election Thursday, George W. Evans was recalled from the office of mayor and C. W. Morey was elected by a vote of 104 to 78. Grounds for the recall were that the mayor directed destruction of a building which was being moved without permission from the council, and when judgment was obtained by the owners of the building, voted for the payment of the judgment and costs from city funds. The mayor's defense was that the improvement made by the destruction of the building was in excess of the amount of the judgment, and the fact that the city council in regular session authorized the payment of the judgment, the suit having been brought against George W. Evans as mayor and against another city official.

# Railroad Sues County.

St. Helens — The Spokane, Portland & Seattle Railway company has brought suit in the United States court against the Consolidated Contract company and Columbia county for \$21,303.30 damages as a result of construction on the Columbia highway in Columbia county. The railway company alleges poorly constructed embankments and bulkheads in road work near Clatskanie, where the new highway runs close to the railroad tracks, thus endangering persons traveling on the railroad. Trespassing, piling debris and throwing stones from blasting are alleged also. An injunction restraining further defective construction is asked for.

# Mail Changes Planned.

Marshfield — Coos Bay business men are trying to plan a scheme of changed mail service which will assure receipt of the daily mail at the cities of Marshfield and North Bend earlier than is now the rule. A plan is being worked out by Superintendent W. F. Miller, of the Coos Bay, Roseburg & Eastern railway, that will bring the mail from Myrtle Point so that it will arrive in Marshfield at 10:15 o'clock in the morning, and the schedule for this train service has been submitted to the Portland offices and if approved will go into effect in about a week. There is another plan to carry the mail up and down the beach in autos, boats and stages, between Coos Bay and Mapleton.

# Coquille Cannery Active.

Marshfield — The Coquille River Co-operative Canning company has had a successful season. John Nielson, secretary of the institution, states the cannery packed 9000 cases of salmon, which is 3000 cases short of the best output. A considerable proportion of the 1914 pack consisted of chinook, which came into the river for the first time this year. The run of chinook was due to the work of the salmon hatchery on the north fork of the Coquille, which several years ago started hatching chinook.

# Americans Haul Down Flag; Soldiers Leave

Washington, D. C. — Brigadier General Funston's infantry and marines, numbering 6000, under orders from President Wilson, hauled down the Stars and Stripes, Monday, which have been flying over Vera Cruz since Rear Admiral Fletcher seized that port last April as an act of reprisal in retaliation for affronts to the American flag at Tampico, after General Huerta had refused to comply with a demand by Rear Admiral Mayo for a salute of 21 guns. It is the determination of the United States government to withdraw its forces and thereby remove a possible cause of international friction, as well as a potential factor that might become a domestic issue as between the two factions in Mexico.

Pains have been taken that in the withdrawal no faction shall be recognized. All elements in Mexico united in asking the American forces to evacuate and pledged guarantees asked by Washington.

General Funston had instructions simply to pack up and withdraw his men, bringing away any Mexicans who fear to remain, as well as all customs money collected during the American occupation, with copies of the port and municipal records.

The \$1,000,000 or more collected will be held until a government is formally recognized.

The American marines will be taken to the League Island navy yard, Philadelphia, and the troops to their camp at Texas City.

# Turkish Troops at Suez Canal; British Loss Heavy

London — Reuter's Constantinople correspondent in a dispatch sent by way of Berlin gives the following official Turkish statement:

"The Turkish troops have reached the Suez Canal. In fighting near El Kantara the British suffered heavy losses and took flight."

El Kantara is a port on the right bank of the canal about 25 miles south of Port Said.

The Amsterdam correspondent of Reuter's Telegram company says:

"A heavy battle lasting nine hours occurred on November 18 along the Shat el Arab river (this river empties into the Persian gulf and forms part of the boundary between the Persian and Turkish dominions) between British and Turkish troops. The British losses were heavy. Captured British soldiers declare that the wounded include the British commander."

"One shot from the Turkish gunboat Marmaris hit a British gunboat and caused an explosion. Details are not yet available."

Berlin — The British authorities, after suppressing a riot at Port Said, at the entrance of the Suez Canal, flogged the rebels.

# Cruisers Are Free to Act.

Washington, D. C. — Secretary Daniels cabled to Captain Decker, of the Cruiser Tennessee, and Captain Oman, of the cruiser North Carolina, in the Eastern Mediterranean, giving them discretionary authority to deal with emergencies that might arise in protecting American citizens and interests in Turkey. Mr. Daniels' order indicates that notwithstanding any explanation of the Turkish government, the United States has no intention of withdrawing its vessels and will keep them within easy reach of Americans in Turkish coast towns.

# Sacrifices Tire Belgians.

Berlin — The official press bureau has given out the following: "Belgian fugitive officers interned in Holland declare that they got sick of sacrificing poor Belgian soldiers to British selfishness, so they persuaded the soldiers to desert, telling them that the Belgian king did not agree with the cruel sacrifice and that the king was a slave of the English and French. Owing to dissensions in the British cabinet and to differences between King Albert and General Pau, Belgium, officers say, is tied hand and foot by the French and English."

# Rocketeer Ship in Port.

London — The Rockefeller Foundation food ship which left New York November 3, with provisions for the starving Belgians, arrived at Rotterdam late Monday. Her cargo was on the way to Belgium in canal boats next day. The American Relief commission's report shows that it has delivered in Rotterdam to date 25,200 tons of food-stuffs, most of which has been actually distributed in Belgium. Ships now loading or under charter with cargoes awaiting them will provide a further 68,000 tons, and 70,000 more is assured.

# Russia Wants Steamship.

Seattle, Wash. — The Russian government is reported to be negotiating for purchase of the Great Northern liner Minnesota, now laid up here, the largest vessel on the Pacific Ocean. The first business of the Minnesota, if purchased by Russia, would be to carry reserivists and supplies from the Pacific Coast to Vladivostok. An exporter has sought to charter the Minnesota to carry a grain cargo to England. Extensive repairs to the Minnesota's boilers must be made before she can undertake any voyage.

# Pope Makes First Talk.

Rome — For the first time since his election Pope Benedict Tuesday delivered an address in St. Peter's. Fifty thousand people heard his holiness speak on "Faith." Afterwards the te deum was intoned.

# NORTHWEST MARKET REPORTS.

Portland — Choice hops continue steady in price, as is shown by the sale of 240 bales by McKinley Mitchell to T. A. Livesley & Co. at 11 cents.

Further business was reported in the Yakima section, Conrad Bros. selling 140 bales and William Morrison 130 bales.

A California wire noted the sale of the Bandy lot of 100 bales of Yolos to Donovan at 8 1/2 cents and the Palms crop of 300 bales of Consommes to Uhlman at the same price.

Dealers estimate about 40,000 bales left unsold in this state and an equal quantity in California. Washington has about 17,000 bales, of which 9000 bales are in the Yakima valley.

Mail advices from Europe state that but very little of the Belgian hop crop was harvested.

In France the crop of the Lothungen district was lost, and in Galicia, Austria, only a small portion of the crop was saved. Germany produced a good average crop. German and Austrian brewers have bought heavily at cheap prices.

Hogs and lambs are the strong features at the stockyards. The former are 5c to 10c higher and the latter advanced 15c. Cattle trade is light and sales are made within the former range of quotations.

All the best hogs on the market sold at \$7.50. Most of the trading during the session was in this division.

Three bunches of lambs were disposed of at \$6.50. The best previous price was \$6.35.

Poultry receipts were small and the market was firmer than for several days past. Hens and springs sold at 12 cents. Other kinds were unchanged. Country dressed meats were also firm at last prices.

Wheat — Bid: Bluestem, \$1.15 1/2 per bushel; forty-fold, \$1.14 1/2; club, \$1.12; red Russian \$1.06 1/2; red Fife, \$1.08 1/2.

Milled — Spot prices: Bran, \$24@24.50 per ton; shorts, \$25.50@26; rolled barley, \$27.50@28.50.

Corn — Whole, \$36 per ton; cracked, \$37.

Hay — Eastern Oregon timothy, \$15@15.50 per ton; grain hay, \$10@11; alfalfa, \$13.50@14; valley timothy, \$13@14.

Vegetables — Cucumbers, 50@75c per dozen; eggplant, 7c per pound; peppers, 6@7 1/2; artichokes, 90c per dozen; tomatoes, 60c@81 per crate; cabbage, 2@1c per pound; peas, 10c; beans, 6@7c; celery, 50@75c per dozen; cauliflower, 40@75c; sprouts, 8c per pound; head lettuce, \$1.85@2 per crate; pumpkins, 1c per pound; squash, 1c.

Potatoes — Oregon, 75@85c per sack; Idaho, 85c; Yakima, 90c@1.10; sweet potatoes, 2c per pound.

Green Fruits — Apples, 65c@1.50 per box; casabas, 1 1/2c per pound; pears, \$1@1.25 per box; grapes, 75c@1.75 per crate; cranberries, \$8@9 per barrel.

Onions — Yellow, 90c per sack.

Eggs — Fresh Oregon ranch, case count, 37 1/2@40c; candied, 40@42 1/2c; storage, 27@30c; fresh Eastern, 35@37 1/2c.

Poultry — Hens, 12c; springs, 12c; turkeys, young, 16@18c; dressed, choice, 20@21c; ducks, 10@14c; geese, 10@12c.

Butter — Creamery prints, extras, 34 1/2c per pound in case lots; 1c more in less than case lots; cubes, 30@31c.

Veal — Fancy, 11 1/2@12c per pound.

Pork — Block, 9@9 1/2c per pound.

Hops — 1914 corp, 8@11c; 1913 corp, nominal.

Wool — Valley, 17@18c; Eastern Oregon, 15@20c; mohair, 1914 clip, 27 1/2c per pound.

Cattle — Prime steers, \$7@7.50; choice, \$6.50@6.75; medium, \$6.25@6.50; choice cows, \$5.75@6.25; medium, \$5.25@5.75; heifers, \$5.50@6.25; calves, \$6@8; bulls, \$3@4.75; stags, \$4.50@6.

Hogs — Light, \$6.75@7.50; heavy, \$5.75@6.50.

Sheep — Wethers, \$4@5.60; ewes, \$3.50@4.55; lambs, \$5@6.50.

Seattle — The scarcest staple on the street, and the one in greatest demand, is the extra fancy Yakima Gem, for which \$20 and even more will be paid. There are many potatoes of the second grade, and of commissaries, which sell at \$25, but the bulk moves on the quality basis at \$17.50 ton lots and \$18 for less than ton lots.

The shortage has been so continuous that jobbers are convinced farmers have pitted their offerings and are holding for higher prices. Should the market show as little of this stock for the next week or ten days, growers will get what they are looking for. Only a few White rivers are being offered, and the street has long since become reconciled to the fact that holders are speculating.

Apples — New, cooking, 50@60c box; Jonathans, 75c@81; Winter Bananas, \$1.25 @ 1.50; Kings, 75c @ 81; Delicious, \$1.25@1.50; Spitzenbergs, 75c @ 81.25.

Dressed beef — Prime beef steers, 12 @ 12 1/2c per pound; cows, 11 1/2 @ 12c; heifers, 12 1/2.

Dressed veal — 15c per pound.

Dressed hogs — Whole, packing house, 8 1/2@10c per pound.

Dressed spring lamb — 12@13c per pound.

Dressed mutton — 10@10 1/2c per pound.

Vegetables — Artichokes, 85c per pound; beans, new, 21@23c per pound; bell peppers, 9-lb boxes, 65@75c; beets, new, \$1@1.25 sack; cabbage, local, 75c@1 per 100 pounds; celery, 40@60c per dozen; carrots, local, 75c@81.25 dozen; cauliflower, local, 75c@81.25 dozen; potatoes, White rivers, \$14 @ 16 per ton; Yakimas, \$18@20; sweets, \$2 per cwt.; tomatoes, hothouse, 50@75c; turnips, new, white, \$1.25 sack; do. Yakima, yellow, \$1.25@1.50 sack.

# Gown Will Do Double Service



WE do not look to Paris to produce the best examples of tailored gowns. As in the making of shoes all the world concedes the American product to be the best, so in the production of the tailored costume Americans have set the standard for Europe, or for those Europeans who can grasp our conception of clothes made for utility and hard service but not devoid of beauty.

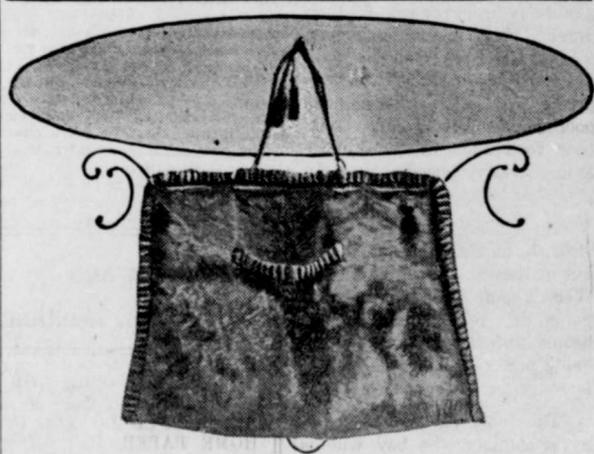
A design by Paquin is pictured here developed in smooth-faced cloth. Parallel rows of machine stitching, showing a perfection of workmanship in the most approved tailor-made style, appear wherever there is a logical position for them. Around the bottom of the tunic, down the front edges of the coat and about the bottom, at the edges of the belt and where the sleeves are set into the body, these rows of exquisitely regular sewing challenge the eye to find a fault. Small points, made of folds of the cloth, as exactly uniform as the machine stitching, are set in under

the belt. These decorations are tests of good tailoring. Turned-back cuffs and a flaring turnover collar which is extended into a facing of the coat are made of a figured corduroy velvet, and buttons on the coat and skirt are covered with this material. These elaborations hardly belong to the strictly tailor made according to our ideas of its highest type. They suggest the vesting gown and make this an excellent model to follow where one desires a gown which will do service for both kinds of wear.

The skirt is longer than is the rule in street dresses. The tunic is set on to a fitted yoke and shows scant fullness. The front of the coat is very like that of the last Poiret blouse and will be seen in the finest of blouses for the coming season. It is no reflection upon the ability of the wonderful Paquin that she appropriates an idea occasionally—and makes the most of it.

JULIA BOTTOMLEY.

# Home-Made School Bags



THE school bag is a great convenience to school children and a conservator of books, papers, pencils and handkerchiefs as well. It is better to carry the burden of books in a bag than in the arms. A bag leaves the arms free and does not interfere with the stride nor the proper carriage of the body in walking.

Bags are usually made of canvas, or of canvas covered with cloth. Hard twisted waterproof worsteds, cravenettes or rubberized clothes will protect the canvas stiffening which holds the bag in shape. Remnants of suitings or of cloths used for coats, in plain colors or dark plaids are selected to make the most substantial kinds. Fancier bags of plush, like that shown in the picture, and bags of leather are intended for older pupils.

School bags are usually oblong in shape and measure about twelve inches in length and ten in width. They are cut in the form of an envelope, so that extra width must be allowed on one side to fold over and form the flap. The sides are joined by a straight strip of cloth from two and a half to three inches wide, which is stitched between them. The same are turned to the outside and finished with bindings of heavy woolen braid or strip of thin leather. All the edges of the

bag should be bound in this way. A long, flat, oblong piece of cloth stitched to one side of the front of the bag makes a pocket for pencils, etc. At the other side a small pocket is placed, which will carry a drinking cup. A flap should be provided for this pocket. The flap on the bag and those on the pockets are fastened down with snap fasteners.

The bag of plush, shown in the picture, is made of a single piece lined with Skinner's satin. A small pocket is inserted at the front for the purse and handkerchief. The edges are decorated with a narrow plaiting of satin or satin ribbon. Three snap fasteners across the top hold the front and back together. Silk cord and tassels provide the handle. This bag may be used for a shopping bag, but made to match a small neckpiece and muff, will delight the older school girls or the young woman in college, and add much to her comfort.

Before undertaking to make a school bag it is a good idea to examine those shown in the shops. Only fairly substantial ones are to be had from a dollar and a half up. The home-made varieties are cheaper and will stand more wear than the cheap ready-made bags.

JULIA BOTTOMLEY.