We can then increase or diminish, con-tinue or discontinue, just as we like. It looks to many of us like a grand

could float bonds sufficient to make

boulevards of all its roads. It is likely that such is not intended, and if the

facts ever come out we may find that what is wanted and what we will get is something like the following: A

What a grand joy ride this would make. I do not say that this is the

case, but possibly something like it is

law against usury, yet indirectly prac-ticing it, right along? Some of the arguments given in the

pamphlets sent to voters have a taunt-ing tone. They say, "are you afraid to trust yourself and the people of your county with the power granted by this

resolution? If you are not afraid, vote for it?" This sounds like a "dare." "Dares" are like insults, they may be

offered to us but we are not compelled to take them. Not very long ago there was much

talk in Portland about making a boule-

The constitution of Oregon says that

ties, and running expenses, \$25,000,000 or more than \$25 for every man, weman and child in the state. If all the states in

the Union should take this Oregon dis-temper (which threatens to spread), and

bond themselves according to wealth and miles of road, the people of the United States would have added to their already enormous Habilities, a debt of probably \$4,000,000,000 or \$6,000,000,000.

Only a few years ago, a debt of only \$200,000,000 staggered the Nation and

depreciated its currency. In case of war

FARM BOYS TURN LOSS INTO PROFI

Experts at Rate Hearing Discuss Problems of Farmer Boys.

OLD REBATING RECOUNTED

Chicago Rate Hearing Develops Side Lights on Cause of Prosperity in Iowa-Livestock Industry Important.

CHICAGO, Oct. 26.—Rebating as stracticed by the carriers and shippers prior to 1926 and the passage of the Hepburn act, was the principal theme at the afternoon session of the Western freight rate hearing today before the Interstate Commerce Commission. At one time the cross-examination, which in tip morning had been concerned with the burden of work borne by farmer boys in Iowa, vecred around to a special demand for the names of the officials and shippers concerned in the officials and shippers concerned in rebating before 1996, of which the wit-ness, W. P. Wilson, of Minneapolis, ness, W. P. Wilson, of Minnegald he had personal knowledge.

Witness Knows of Rebates.

I will not give in public the names of the officials of the Great Western Rallroad who gave the rebate, nor of shippers who received it." said Mr. Wilson. "I cannot—two of them have passed on. I can give you contracts showing rebates or I can comply with the suggestion that I give you the inthe suggestion that I give you the information in writing, but I must decline to name them from the stand."
The demand yas pressed no further
by Attorney J. B. Payne, general counsel for the Chicago Great Western.
The question of rebates came up in
connection with the preceding witness.

H. G. Wilson, transportation commisof the Kansas City Commercial

In enumerating different advances in rates since 1900, Mr. Wilson testified that in 1906, after the passage of the Hepburn act, freight rates were advanced and he estimated that prior to then rebates on many articles trans-ported from the Atlantic seaboard to

E. J. McVann, manager of the traffic bureau of the Omaha Commercial Club, heard the testimony of F. F. Ward, general manager of the Chicago, Burlington & Quincy, who, he said, placed the reproduction value of the lands owned by the railroad at \$150,000,000.

"I pald particular attention to his testimony relative to the reproduction value of the Omaha terminal lands of the railroads, which he placed, I think, at \$1,100,000." said Mr. McVann, "I have investigated and have found that the assessment on the Burlington road on the Omaha terminal lands this year was \$321,205."

Henry C. Wallace, farmer and editor E. J. McVann, manager of the traffic

this year was \$331,202.

Henry C. Wallace, farmer and editor of Des Moines, gave figures showing an apparent loss to the Iowa renter of a 160-acre farm of \$300 yearly.

Farm Boys Save Day.

The apparent loss, the witness exained, was overcome by the labor the farm boys, who took the place of hired men as soon as they were 14 years old. On cross-examination he admitted that he had taken no account of the livestock, cattle, horses, sheep and hogs, nor of milk nor eggs, in his tabulation of the returns on lowa farm

lands.

The morning session throughout was punctuated with constant reference to Jowa's children, and toward the time of adjournment. Commissioner Clark

observed: "Then a childless farmer in Iowa would be a hankrupt?"
"Not exactly," replied Mr. Wallace,
"but he would have to work mighty
hard to keep from it."

on cross-examination Mr. Wallace declared that his figures on the grain included what was shipped and what was fed to the livestock, and said that he had not sought to show that rent-ing farmers operated their holdings at

Livestock Is Essential.

"What was your purpose then, in giving those figures?" asked Attorney Payne, general counsel for the Chi-cago Great Western Rallway. "I wanted to show actual conditions and what we might expect if livestick

raising were discouraged," replied the Is there a farmer in Iowa who does not derive revenue from livestock or any of the items omitted from your

No, they are all getting some from "No, they are all getting some from these things." replied the witness. The questions then turned on the value of land in lowa and the witness said that he believed the farmers were more prosperous now than ever before. To what do you attribute the

"To what do you attribute the pros-perity of the farmers?" asked Mr. 'His children have worked for him,"

was the reply.

Commissioner Lane asked if a farm managed as a stock company would return any yearly interest on stock or bonds, and Mr. Wallace replied that he did not believe it would.

FIVE KILLED: 21 INJURED

(Continued From First Page.) worst injured were removed and rushed to the hospital. The steam engine was replaced by an electric car that pulled the train to the corner of Twenty-third and Pettigrove streets, where the remainder of the injure? were transferred to ambulances.

Victims' Wives Frantic.

Heartrending scenes were enacted as one by one, the limp forms were lifted on to stretchers and placed into the ambulances. The wives of some of the victims stood by on the verge of desperation. It was difficult to restrain them. A merbid crowd soon gathered. Dr. James C. Zan and Dr. gathered. Dr. James C. Zan and Dr. G. B. Stery conducted the removal. on to stretchers and placed into the

A corps of physicians directed the work at the hospitals, assisted

Several private automobiles assisted in carrying the injured to the hospitals Among these that of Captain William Gadsby did valuable service. John Peters, Robert Munly, John Fitzgerald and Herbert C. Barostacher also assisted with machines.

It was impossible to give the men close attention at the camp. Their wounds were bound up quickly and they were brought to town in their working clothes and heavy boots. Their cries as the attendants lifted them about in moving them from the train to their beds were pitiful. In some instances the clothing had to be cut and torn from the bodies to ease the pain of the sufferers.

Father Aids Son.

Nick Ungusta, while badly hurt himelf, sought solicitously for the comfort of his son, Steve, a lad of 16, who was perhaps worse frigtened than injured. By a chivalrous turn of fate the only woman on the car was the least injured. She and her two children remain camp after the accident and received

Only two or three of those who escaped death and injury old not accompany the train to Portland. All of the others came along to help in carring for their less fortunate comrades. Some of them say they will not return to the scene of the calamity.

PACIFIC MOTOR-BOAT CLUBS TO BE REORGANIZED.

Puget Sound Cities Send Delegations to Discuss Rules for Racing Meetings.

Motor-boat club delegates from almost every city of the Northwest, as well as many enthusiasts, are assembled in Fortland today to attend the re-orgal-zation mesting of the Pacific Interna-tional Power Boating Association to be held in the convention hall of the Com-mercial Club today, beginning at 19

This meeting is regarded as the most important meeting ever held in the history of motor-boating on the Pacific Coast. A. V. Comings, of Scattle, acting secretary and publisher of the Pacific Môtor-Boat, will probably preside over the meeting. He declares that by putting the Pacific Coast body on a firm basis it will take rank as one of the most important associations concerning

most important associations concerning motor-boating in the world. The Pacific International Power Boat-ing Association was formed two years per cent of the regular tariffs.

Mr. Tricketi, who is executive manager of the Mineapolis Traffic Association have made it necessary to that he had personal knowledge of the giving of rebates, in some instances having acted for the carrier, in others for the shipper, and in others for both sarrier and shipper.

Mr. Trickett introduced statistics showing advances in freight rates to

Mr. Trickett introduced statistics showing advances in freight rates to said from Minneapolis and St. Paul.

"For the first time in its history, the Western Trunk Lines committee, sarly this year, in arranging a revision of freight rates, included inhound and outbound freight of the Twin Cities," said Mr. Trickett.

Terminals Are Undervalued.

The new membership plan recognizes only clubs, but through the clubs all members are affiliated with the parent bedy. It is planned to give clubs represent to the basket of the balloon. The next morning we started for civilization, heading south. We had three days of strenuous exercise with no more adopt a permanent set of racing rules and regulations at the meeting today. The handling of speed boats and all that pertains to them will be thoroughly gone over.

Seattle has sent several men to the

INDIAN WAR VETERAN DIES

Pioneer Physician of Polk County, Dr. T. V. B. Embree, Passes.

DALLAS, Or., Oct. 26.-(Special.)-Dr.

DALLAS, Or., Oct. 26.—(Special.)—Dr. Thomas V. B. Embree, a pioneer physician of Polk County and commander of the Oregon Indian War Veterans, died at his home in Dallas today, aged 74 years. His death was caused by Bright's disease. He was born in Howard County, Missouri, August 14, 1836, and crossed the plains to Oregon with his parents in 1844.

After completing a course in medicine he practiced in Lafayette, Corvallis, Burns, Portland and Dallas. He is survived by his wife and three children, Van and Clyde Embree, of Harney, County, and Mrs. Armond Guthrie, of Dallas. He was one of the oldest Masons in Oregon, having received his degrees in Jennings Lodge No. 8, of Dallas, in the late 70s. He saw active service throughout the Yakima Indian War of 1855-56 and at the reunion of veterans held in Portland last Summer was unanimously elected state commander. Arrangements for the funeral have not yet been made.

\$2,000,000 LOSS IN FIRE

(Continued Prom Pirst Page.) occupying offices on the upper floors of these buildings suffered severely. Among these were the Western Union Among these were the Western Union Telegraph Company and Savannah's Art Gallery. The heaviest loss was sustained by Spencer & Company, whose establishment was valued at 250,000.

The losses are almost entirely covaried by insurance.

The losses are almost entirely covered by insurance.

For a time it looked as if the Driard Hotel, the Times building and the new Pemberton block were doomed, but shortly before midnight it was announced that they would probably be saved. The patrons of the Driard Hotel were forced to vacate their rooms, and many of them field in scant attire.

Many persons had narrow escapes, bue as yet no casualties have been re-ported.

Portland Gains Publicity.

Beginning with the November issue, the Sunset Magazine will issue a four-color 16-page section with the regular numbers. These special sections will carry stories contributed by writers of National reputation and will be description tional reputation and will be descriptive of the scenic aftractions and resources of the Pacific Coast country. The current number contains a story "Where Rolls the Oregon," by Walter V. Woehlke, which is an interesting anecdotal account of Oregon's wonderful development and its future possibilities. The color pictures represent scores of interior Ore-gen, Portland's docks and the buildings of the Oregon Agricultural College are also reproduced.

SAFE: CHAMPIONS

Hawley and Post Landed Week Ago, Making New World's Record.

AERONAUTS ON WAY HOME

Balloonists Come Down in Dense Forest October 19, and Were Unable to Get Word to World Until Yesterday.

(Continued From First Page.) Demnond at Carters' Siding, Mich., according to a telegram received today. One of the occupants told Desmond his name was Post, and shouted "America II, October 18, 4:30 P. M., headed northeast." October 18, 4:30 P. M., headed northeast."

The new record established by Hawley and Post is estimated unofficially at 1350 miles. Only this year Count Odensoff of Russia claimed to have flown 1234 miles in 40 hours, but the figures were not officially verified. If the estimated distances are made official, the long standing record of Couna & Kvanix of 1133 miles, made in 1960 in a flight from France to Siberia, has been broken by at least three of the contestants in the least three of the contestants in the recent race—the America, the Dusseldorf, and the Germania.

POST TELLS OF SKY VOYAGE

Trip Might Have Been Longer Had Not Storm Come Up.

CHICOUTIMI, Que., Oct. 25.—"We had a beautiful trip," said Mr. Post. "We crossed Lake Michigan and Lake Huron and followed what I should judge to be the route of the proposed Georgian Bay Canal, and, if you ask me, there is water enough in that section of the country not only to suit the canal, but to float all the ships in the world.

"Then we crossed the Ottawa and floated over the forests of Northern Ouebee, passing over innumerable lakes Quebec, passing over innumerable lakes and rivers. The country below us al-ways was densely wooded. Finally, on Wednesday morning we found that we were north of Lake St. John and going well and we had hopes that we would be able to continue the trip until we

considerable distance from any settle-ment, so we decided to pass the night in the basket of the balloon.

we needed those bankers stand, to what two anowstorms on the way.

"On the fourth day, we found the camp of Jack Matthias, a trapper, Unfortunately he was away from home. We, however, stayed there and enjoyed the hospitality of his but for a day of muchneeded rest. Then four French-Camaneste was also also as a second of the standard of the second of dian trappers turned up and like good fellows brought us out by canoe to St. Ambroise, where we arrived this after-

"As near as we can figure, our landing outimi. There is rather a large lake near where we landed, Lake Piscocama, and we landed between five and eight niles north. Two smaller lakes were also passed by us as we made our way through the woods. The country is very rough and our travel was necessarily slow and arduous in the extreme, as there were no trails we could follow.

"The bush was very dense, and we had a hard time fighting our way through

NEW ROADS EACH YEAR

BAD PLAN FOR UNLIMITED COUNTY INDEBTEDNESS.

Writer Won't Vote for Proposition Election Day, and Says "Spend Taxes as We Get Them."

BOYD, Or., Oct. 25.—(To the Editor.)—
There are many measures to be submitted to the people of Oregon November 3
for their indersement or rejection. Arguments for and against most of them
have been published in the newspapers,
but there is one proposition that has had
but one side presented to the people—so
far us I have noticed—except Mr. Yoder's
communication to The, Oregonian. I recommunication to The Oregonian. I re-fer to the measure proposing an amend-ment to the constitution of Oregon re-moving the debt limit of \$5000 in any county and substituting therefore unlim-ited indebtedness for the express purpose of building permanent roads.

of building permanent roads.

I am a farmer and am opposed to this measure. Who is proposing this change, anyway? Is it the automobile manufacturer and bond buyer? It certainly is not the farmer (at least in the eastern part of the state), toward whom all their arguments are pitched, as though he were the only one to be blessed.

It is current talk that if this measure carries the people of Wasco County will be confronted at the next election with a proposition to vote a debt on them-

be confronted at the next election with a proposition to vote a debt on themselves of \$500,000, with which to build these rock-bottom roads. I do not know what other counties propose to do, but suppose that like plans are forecasted. Now, before we vote let us dig into this question a little. Taking Wasco as an instance, if this amount is borrowed, interest must of course be paid and the above amount at 6 per cent would mean \$10,000 per year interest. It has been assected by these good-roads leaders that these fine roads can be built for \$000 per mile, an estimate which is at least five times the amount.

If this be true, then the interest that would be thrown away on the bonds, would build 50 miles of splendid road every year. That's fast enough, is it not? In ten short years, we should have 500 miles of these roads in the county,very likely all we should want for a while at least, and not have a debt of \$500,000 hanging over us, our children and perhaps our children's children. Why incur this debt? We would simply be giving the bond holder good road building money as interest.

Another proposition to be considered: If adjoining countles should build these bended debt roads, and we do not we

it's piano tuning time vision and sloughing chunks, of counties

rision and stoughing chunks, or counties in they can, and mind this,—if this measure carries, we will be eternally hounded at the polls until, eventually, our necks are firmly fastened in the yoke-bows. Let us not forget, that in constant watchfulness lies our guarantee of freedom and justice. If we need, must have, and are able to build these roads, let us do it on the year-to-year tax plan. We can then increase or diminish, con-Few people realize the importance of having their planes tuned and exam-ined by experts in the Fall, before the cold, damp season begins, The tone, action and durability of a

piano are often imperiled in not having it carefully and regularly tuned and looked after.

A plane may sound in fairly good tune and yet perhaps be a fourth to a half tone below or above the pitch or automobile boulevard scheme has been hatched somewhere. It is a question if there is a county in the state that tension it is built to sustain, In such cases the instrument cannot

produce the quality or amount of tone Intended. Changes in temperature keenly af-

fect the delicate mechanism; moths and mice frequently work considerable injury to a piane.

grand automobile boulevard from As-toria to Portland and up the Columbia River to some point on the Idaho line; Let us explain to you how our Yearly Tuning Contract will save you another running south from Portland to the California line; another running south from The Dalles, through the money and insure your plano always being in tune-and, best of all, will prevent it from depreciating in value. south from The Dalles, through the eastern part of the state; another from Pendleton, running southwest, intersecting the Dalles line at say Prineville; another from Baker City, passing through Harney and Lake Counties, and joining the other roads at Klamath Falls; still another running east and west across the state passing We make a feature of our tuning and repairing departments. No concern has

a more skilled corps of expert plane tuners and repairers, competent to perform the most exacting and delicate We guarantee all work done by our

tuners and repair men.
Telephone or mail orders receive prompt attention.

kiamath Falis; still another running east and west across the state, passing through Prineville, crossing the mountains over the McKenzie route, passing through Eugene and on down to the coast at Newport, and so continuing to points of interest throughout the state until funds are exhausted.

What a grand toy ride this would WARNING! and repairers carry identification cards. ALWAYS insist on seeing this card. If in doubt telephone Private Exchange 23—A 2850.

However, is not the foregoing, coupled with the bonding idea, tempting to the idle rich, who could, by becoming stockholders in banks, buy with their own money and money deposited with them by others, these interest-bearing, non-taxable bonds and have these county funds deposited with them; and by loaning again, receive interest both ways, thus evading the 252 Washington Street.

> tary bankruptcy neither excites pity, nor secures credit.
> Unlimited indebtedness in time of peace.
> Just think of it!
>
> O. B. CONNELLY.

ALL MY PIMPLES GONE

"I was ashamed of my face," writes Minnis Pickard, of Altamahaw, N. C. "It was all full of pimples and scars, but after using D. D. D. Prescription I can say that now there is no sign of that exema, and that was three years ago,"
D. D. D. has become so famous as a cure and instant relief in eczema and all other serious skin diseases that its value is sometimes overlooked in clearing up rash, pimples, blackheads, and all other minor forms of skin impurities.

The fact is, that while D. D. D. is so penetrating that it strikes to the very root of eczema or any other serious trouble, the soothing Oll of Wintergreen, Thymoi and other ingredients are so carefully compounded, there is no wash for the skin made that can compare with "I was ashamed of my face," writes vard drive about the outskirts of the city, but the idea was abandoned because of the great cost. Now, if that cause of the great cost. Now, it that rich city, containing nearly one-third of the population of the state, would stand aghast at the building of a few miles of permanent roads how ri-diculous for a little county to undertake the building of hundreds of miles of such roads. It won't do. Vote it

or the skin made that can compare with this great household remedy for every kind of skin trouble.

no county shall incur indebtedness over 5000 except to repel invasion, or suppress insurection. Now, if we change this to unlimited indebtedness, and then borrow all the money that our credit will bear, and use it to build roads, how shall we raise funds to repel invasion or suppress insurrection? There are, I believe 33 counties in the state. If each one bornal to the state is the state of the sta D. D. is pleasant to use, perfectly harmless to the most delicate skin, and absolutely reliable. It should always be kept on hand. By a recent arrangement with the D. D. Laboratories, of Chiwith the D. D. D. Laboratories, of Chi-cago, you can now get a trial size for 25 cents. This will give you positive proof of the wonderful effectiveness of this great remedy. Woodard, Clarke & Co.; rows according to the proposition for Wasco County, the people of the state would have added to their present liabili-Skidmore Drug Co.



A Clean Man

scrub himself a dozen times a day, and still be unclean. Good health means cleanliness not only outside, but inside. It means a clean stomach, clean bowels, clean blood, a clean liver, and new, clean, healthy tissues. The man who is clean in this way will look it and act it. He will work with energy and think

elean, clear, healthy thoughts.

He will never be troubled with liver, lung, stomach or blood disorders. Dyspepsia and indigestion originate in unclean stom-achs. Blood diseases are found where there is unclean blood. Consumption and bronchitis mean unclean lungs.

Dr. Pierce's Golden Medical Discovery

prevents these diseases. It makes a man's insides clean and healthy. It cleans the digestive organs, makes pure, clean blood, and clean, healthy flesh.

It restores tone to the nervous system, and cures nervous exhaustion and prostration. It contains no alcohol or habit-forming drugs.

Constipation is the most unclean uncleanliness. Dr. Pierce's Pleasant Pellets cure it. They never gripe. Basy to take as candy.

OUR-OF-ORDER KIDNEYS WILL ACT FINE AND ANY BACKACHE SIMPLY VANISHES

there is no other remedy at any price, ment-made anywhere else in the world, which world.

Just a Few Doses of Pape's Dinretic | will effect so thorough and prompt a

Just a Few Doses of Pape's Diuretic

Will Surely, Put Your Kidneys in Good Order.

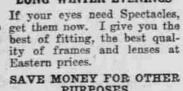
Ugually sufferers from backache, bladder trouble or out-of-order kidneys, are relieved after several doses of Pape's Diuretic.

The time to cure kidney trouble is while it is only trouble—before it settles into Dropsy, Gravel, Diabetes or Bright's Disease.

The moment you suspect any kidney or urinary derangement, or feel a constant, dull backache, or notice that the urine is thick, cloudy, offensive or full of sediment, irregular of passage, attended by a sensation of scalding, you should begin taking Pape's Diuretic as directed, with the knowledge that there is no other remedy at any price, made anywhere else in the world, which

NOW IS THE TIME TO PREPARE FOR

LONG WINTER EVENINGS



PURPOSES By patronizing me.

POPULAR PRICES EAST AND MY PRICES WEST Glasses in your frames......\$1.00

Glasses in Alumnico frames..... \$1.50 Glasses in gold-fitted frames.....\$3.50 162 FIRST STREET STAPLES, The Jeweler 162 FIRST STREET Near Cor. Morrison



WHERE SHALL I SPEND THE WINTER?



Just west of Los Angeles, the eachanting spot of Southern California, where the maintaind fogs are lost and forgotten, where the Winter Climate is mild and warm. Frost is unknown. Calm waters, smooth beaches, mammoth green canyons, lofty cliffs and mountain peaks. The beautiful submarine gardens is one of her unique attractions. Through the glass-bottom hoats, as you float over the besulfful blue and green waters, you see the deep sea fish and the life of the deep. A most wonderful sight Thousands enjoy the Winter bathing in Avalon Bay. Goat hunting, boating. Sportiest self links in the West. Famous as being the greatest game fish resort in world. Hiustrated booklet, etc.







HOTEL **VIRGINIA**

Write for Illustrated Winter Booklet CARL STANLEY



Metropole tain coaching. Booklet, rates, etc. BANNING CO., 104 Pacific Electric Bldg. Los Angeles, Cal.



nis, all outdoor amusements. Splendi course. Miles of fine auto roads and tiful streets. Horseback riding, detc. The Pacific Ocean but a few from sanitarium, where Winter bath delightful. Moderate ratus, Illus free booklet on request.

W. RAY SIMPSON, Mgr.
Long Beach, Cal.



125 MILES FROM SAN FRANCISCO

The Paradise of the Pacific WHERE IT IS ALWAYS SUMMER OFFERS MORE TO DO AND MORE TO SEE EVERY DAY IN THE YEAR

THAN ANY OTHER RESORT IN THE WORLD Mild and healthful climate. Winter temperatures 45 to 65 degrees only. Unexcelled for golf on the finest 18-hole all grass golf course in America, within three minutes walk of the hotel. Motoring over 40 miles of magnificent scenic boulevards over mountains, through pine forests and beside the sea. Bathing, sailing, deep sea fishing, tennis, horseback riding, and all other outdoor sports. Perfect service—unequalled table. Address H. R. WARNER, Manager.



ENNSYLVANIA STATION

In New York City's **Busiest Spot**



Only One Block from Broadway

Opens November 27th With All-Steel Through Train Service From and To the West

The new station occupies two entire blocks and fronts on Seventh Avenue, one block from Broadway, and on Eighth Avenue, opposite the U. S. Postoffice; also on 31st and 33d

Streets, and by special plaza on 34th Street. New York's principal hotels, retail stores, theaters, clubs and restaurants are within a short radius. It is the most complete, most costly and most convenient passenger station in the world.

Pennsylvania's Portland City Passenger Office 122A Third Street

or address F. N. KOLLOCK, District Agent, PORTLAND, ORE.