

LABOR TO FIGHT ON ANTI-STRIKE BILL

Nation-Wide Walkout as Protest Threatened.

RAILWAY WORKERS MEET

Heads of Unions in American Federation to Be Summoned for Conference Soon.

WASHINGTON, Oct. 25.—Organized labor intends to preserve the right to strike, officials of the American Federation of Labor said Saturday in warning that passage in congress of the anti-strike legislation proposed in the pending railroad bill would result in an immediate general walkout over the country.

William F. Johnston, president of the International Association of Machinists, second largest union affiliated with the federation, said "direct action" might be resorted to if all other means of advancing the interest of the unions failed.

He referred particularly to what he termed the efforts of the congress to shut out unions by binding their workers with individual contracts. He announced that with the passage of the anti-strike legislation he would order immediately a vote on a strike of the 250,000 members of his association and predicted that the heads of the other 112 international unions in the American Federation of Labor would take similar action.

Officials of the four railroad brotherhoods conferred today with Samuel Gompers, president, and other officers of the federation.

Present at the conference also were representatives of the following farmers' organizations: The National Board of Education, the National Federation of Milk Producers, the American Society of Equity and the National Farmers Union.

Mr. Gompers issued the following statement after the meeting: "General discussion ensued regarding the legislation proposed, which is inimicable to the rights and interests of industrial and agricultural workers."

Conference Date is Set. "Further discussion ensued regarding legislation which should be urged at the hands of congress in the interests of the above."

"It was decided that the call of the conference determined upon by the executive council of the American Federation of Labor, should be jointly issued by the executive council of the American Federation of Labor and the railroad brotherhoods."

"It was decided that the conference should take place in Washington Saturday, December 13. "The representatives of the farmers' organization, although in entire sympathy with the discussion and purposes, stated that they had no authority from their organizations to join in the call for a conference, but that their conventions, which would be held within a month from now, would be glad to receive delegations upon which to act and select delegates."

Alliance Held Probable. Some close observers of the industrial situation said today an alliance between the federation and the brotherhoods appeared more than probable.

Charles S. Barrett, president of the National Farmers' union, and one of the farmers' representatives in the national industrial conference here, issued an appeal today to the farmers to "be prepared to aid our beloved country in her present hour of need."

Manned by entrenched privilege on the one hand and a perilous "red propaganda" on the other," said Mr. Barrett, "the nation is facing the most dangerous situation since the civil war. Although reveling in plenty, though business was never more plentiful, though employment was never more general, the country is sitting on a powder magazine which threatens at any moment to explode, bringing devastation and untold suffering in its train."

"The failure of the industrial conference to accomplish any concrete thing makes necessary an offensive and defensive alliance between all constructive forces of the country against the common enemy of extremism. "In this crisis in the nation's history, the farmer must set to the helm and he must stay at the helm until the ship of our republic is brought safely into the haven of rest."

A plea for "real sanity" also was made today by Secretary Lane.

SURGEON REMAKES MEN

CAPTAIN HYNSON BACK AFTER WORK IN FRANCE.

Repairing Faces of Maimed Soldiers Large Part of Doctor's Service With Army.

Many a soldier boy is wearing a nose which Captain G. Lee Hynson, former Portland physician, helped graft on his face from a piece of rib. Others wear studded jaws, fitted up from bits of shin or hip bones; new ears or new cheeks or new eye-brows, transplanted into place for them by Captain Hynson.

His part in the restoration of mutilated faces of victims of the Hun, after they were returned to this country, was a work in which Captain Hynson took particular pride, but he did his bit in France as a surgeon working just back of the fighting lines. Fragments of shrapnel and shrapnel were cleaned from him Saturday, following his arrival in Portland Friday night. He will go to Vancouver tomorrow this week to receive his discharge papers.

Landed overseas as a member of base hospital 46, Captain Hynson, then a lieutenant, was detached and sent forward on a surgical team. First he served in the Vosges. Later he was in the St. Mihiel and Argonne drives, in charge of a surgical team of his own.

In the Argonne drive Captain Hynson was struck by shrapnel, which was working assiduously to care for the backwash of maimed and wounded doughboys cut down in the final days of the fighting, for a short time contained two women nurses. On a particularly frightful day the Hun

OREGON SKYLINE, DE LUXE ROAD, PLANNED

Highway Along Summit of Cascades Proposed.

PROJECT HELD FEASIBLE

200-Mile Thoroughfare Through Region of Splendor Would Also Have Economical Value.

Oregon Skyline! This is the designation adopted by the State Chamber of Commerce for a proposed scenic highway, the like of which does not exist anywhere, its course to be along the backbone of the Cascades between Mount Hood and Crater Lake national park.

Stretching for a distance of approximately 200 miles through the Umpqua, Cascade, Deschutes, Santiam and Oregon national forests is a wealth of scenic splendor unsurpassed, with the varied verdure indigenous to the region, where the forests of sugar and yellow pine merge with the stately fir, and where one may view the far reaches of the Willamette, Umpqua and Rogue river valleys on the west and the broad highlands of central Oregon to the eastward as far as the eye can reach.

The state chamber conceived the idea of this highway of tourist attractions de luxe and proposed it to George Cecil, chief forester of Portland district, who received the suggestion with favor. Feasibility of the project makes it unique, and that it will, when realized, add an asset of great value to the development of an immense section now remote from routes of travel, makes it doubly important.

Road Connections Planned. At its southern end the road would have three terminals connecting with the Crater Lake road at Union creek (John Day road), one connecting with the Port Klamath-Crescent road, and one connecting with the rim road around Crater Lake. All these roads would converge near Diamond Lake. From Diamond Lake the road would probably drop down Thielson creek, passing the summit at an altitude of 5700 feet to Crescent Lake. Here it would connect with the old Cascade mountain military road running from Eugene to Crescent-Foggy Mountain, and now the m. in. traveled highway for summer tourist travel into the upper Deschutes and Klamath basin regions. Thence it would pass along the west side of Crescent Lake on to Odell Lake and along the south and west shore of that resort of fishermen.

Proceeding north, it would skirt the east shore of Waldo Lake and across the lava fields to Clear Lake and Fish Lake, where connection is made with the Santiam road, 12 miles west of the Cascade summit; thence east to Lost Lake; thence north and east, passing Three-Fingered Jack and to Marion Lake; thence east and north, west of the summit, passing Mount Jefferson to Ollalie lakes and north along the Cascade summit to the Mount Hood loop.

Summit Route Practicable. The only practicable route is on and near the summit, which necessarily makes it at a high elevation. The following are the elevations of some of the principal areas along the route: Crater Lake rim, about 7000 feet; Diamond Lake, 5200; summit north of Diamond Lake toward Crescent Lake, about 5700; Crescent Lake, 4877; Odell Lake, 4900; Waldo Lake, 5600; Sparks Lake, 5400. Along the summit and along the route by and north of Mount Jefferson it reaches 6000.

On account of great snowfall, the season would therefore be short, possibly limited to the latter half of July and August and September.

Some of the construction would be comparatively inexpensive, but the total cost for a dirt road would be approximately \$2,500,000. This is determined from a study of the information shown in the compilations of the forest service. A complete reconnaissance of the road will have to be made as early next year as conditions will permit to get exact information as to cost.

Economic Value Shows. Its importance in the administration of the national forests makes it in every way a desirable achievement. There are large areas of mature timber now not easily accessible, rich grazing lands now but partially utilized, and the forest and fire patrol service would be materially benefited by the establishment of the highway. All along the course of the route are suitable locations for airplane landings, already selected by the forest service, and there are countless sites for camp grounds.

Commenting upon the advantages of the proposed Oregon Skyline, George Hussey, secretary of the state chamber, said: "Construction of this road should be hastened to connect Crescent with the Willamette valley by way of Summit and Crescent lakes. From Cutts,

Sparks and Elk lakes Bend is already accessible by a fair auto road. Farther north this road would connect with the McKenzie road and Santiam road, and north of the Warm Springs reservation would connect with the road now under construction at Wapinitia.

Stockmen Would Benefit. "The area traversed by this road is grazed by 3,000 sheep and 3013 cattle. Grazing interests in central and eastern Oregon would be benefited by the easy transportation of livestock and by the decreased cost of bringing supplies to mountain camps. New ranges could doubtless be opened up and made accessible.

"One-fifth of the standing timber of the United States lies in Oregon. To the east of the proposed road is Oregon's largest yellow pine forest and to the west the immense stands of fir and other western Oregon species. This timber resource, the largest natural resource in Oregon, must be protected. This protection has been very seriously hampered in the past through lack of any efficient means for the discovery of fires in their incipency.

"The Oregon Skyline road would vastly increase the adequacy of this protection. The road, with frequent airplane landings, would form a base at high altitude at the very crest of the state and overlooking a large part of the state's timbered areas, from which the airplane forest patrol could efficiently work.

"Rarely in the world has a road been constructed through a region so extraordinary in a multitude of scenic attractions. The opulence in scenery found in the snow-capped peaks towering above numerous little valleys, dotted with numberless lakes, would astound the visitor. As an attraction, the road would be a magnet drawing tourists in countless numbers to the Oregon Skyline. Here the fisherman would at last find his paradise. Large numbers of these lakes were stocked with trout several years ago. The road would also tap headwaters of mountain streams now practically unknown to the angler.

They go hand-in-hand with indigestion, and the Doctor only a step behind. Why do mothers persist in serving hot breads? A child's digestion is as undeveloped as its body. It should be given nutritious food, that is easily digested: Hot biscuits are not easily digested—Ask your doctor.

WANTED 2000 Thoughtful Thrifters IF we can encourage the opening of SAVINGS ACCOUNTS by that many people by January first—thus making a total of 15,000 Savings Accounts carried at the Northwestern National Bank—we will have contributed still more relief from the H. C. L. and will have made prosperity more permanent.

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solves the problem. It is easily digested. It is a wholesome, dainty, appetizing food. Builds bone and muscle. It will make a man of that boy, and he will love every crumb of it.

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T. R.'S ESTATE \$810,607

WIDOW TO HOLD ENTIRE PROPERTY IN TRUST.

MOTHER TO FIX PROPORTION TO BE BEQUEATHED TO CHILDREN—SAGAMORE HILL WORTH \$180,500.

MINEOLA, N. Y., Oct. 25.—Colonel Theodore Roosevelt left an estate valued at \$810,607, according to affidavits filed Saturday with Transfer Tax Appraiser Gehring by executors of the will.

After approximately \$4,000 has been deducted for funeral expenses, counsel fees and debts, the entire estate will go to the widow of the ex-president in trust to be distributed among their children in any proportion she may determine.

A trust fund of \$60,000 given to Colonel Roosevelt by his father to be used by Mrs. Roosevelt during her life will revert to her children after her death.

Sagamore Hill, the Roosevelt estate at Oyster Bay, where the colonel died last January, is appraised at \$180,500. The estate also includes corporate bonds valued at approximately \$354,000, the largest of which is \$30,000 worth of first liberty loan bonds. The bonds also include a \$1000 subscription to the Canadian victory loan and a \$1000 Republic of Mexico bond which is listed as worthless. Stocks owned by the former president are valued at approximately \$184,000.

Royalties to be derived from publications of the colonel's books were \$21,537 was placed on his libraries. One of the smallest items is one of \$355 which represents the value of jewelry.

Included in the list of appraisals are gifts from various foreign dignitaries, including the colonel's hunting expeditions and various paintings, including one given him by the late Pope Leo XIII.

WASHINGTON, Oct. 26.—Congress has extended to the widow of ex-President Roosevelt the customary mail franking privileges. The bill, having passed the senate, now goes to the president.

POLICE DETAIN CLERK

A. L. McDONALD HELD FOR OFFICIAL INVESTIGATION.

Silks, Shoes, Clocks, Gloves and Other Loot Alleged to Have Been Taken From Store.

A. L. McDonald, a clerk in the Lipman, Wolfe & Co. store, was taken into custody last night by Inspectors Tichenor and Mallett and is being held for investigation. He is alleged to have removed merchandise from his employer's premises to his home during a period of seven years.

Four trunks filled with shoes, silks, automobile gloves and articles of every description were seized at McDonald's home. The variety of loot and the fact that some of it is said to have been taken from the store seven years ago, and to have lain unused in the McDonald home since that time, indicates the work of a kleptomaniac rather than of an ordinary thief.

McDonald was a clerk in the stock room. One of his duties was to lock up the room after the other employees had left. He had worked at the store intermittently for years.

SEATTLE MAN APPOINTED Erastur Brainerd to Represent Paraguay in Northwest.

SEATTLE, Wash., Oct. 26.—(Special.)—Erastur Brainerd, ex-newspaper man and ex-member of the Seattle park board, has been appointed consular representative for the republic of Paraguay by the minister from Paraguay in Washington, D. C. He will have jurisdiction over the largest consular territory in the United States, Gehring of Washington, Oregon, Idaho and Alaska.

Mr. Brainerd represented Paraguay at Philadelphia under President Cleveland's administration and is familiar with the duties of the office. He intends to promote trade between this section of the United States and Paraguay. He will retain offices in the Central building for the present.

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That's the Trouble — Hot Biscuits

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