

CONGRESS MAY TAKE RECESS NEXT WEEK

Tax Revision Bill Will Be Settled First.

VACATION TO LAST MONTH

After Passage of Measure by House, Senate Finance Committee Will Get to Work.

WASHINGTON, D. C., Aug. 9.—Congress, in the light of today's developments, hopes to begin a month's recess about the end of next week.

After a conference with President Harding republican leaders of the senate and house indicated that both would remain continuously in session until the house has passed the tax revision bill, which Chairman Fordney of the ways and means committee told the president would be reported Monday.

In that event, Representative Mondell of Wyoming, the republican leader, announced that it could be put through the house by August 20 or possibly a day or two later.

Senate Recess Opposed. The president at the conference today with Senators Lodge and Curtis is understood to have opposed a senate recess before passage of the tax measure by the house, and the plan urged by many senators for a three-day recess beginning Monday is said to have been opposed.

"Very soon after the passage of the tax bill by the house," said Mr. Mondell, "I believe we can start in recess for at least 30 days while the senate finance committee is working on the tax and tariff bills. This will be expediting the public business, for in that way the finance committee can work uninterrupted and make greater headway."

Rail Bill Obstacle. Complete enactment of the farmers' relief programme prior to the proposed adjournment, passage by the house of the tax revision bill and of a measure to extend the emergency tariff bill until the permanent measure is enacted, were said to have been insisted upon by the president in his conference. He also was said to have expressed the desire for passage of the administration bill to fund the railroad's debts to the government, but was represented as reluctantly willing to let the railroad legislation go over until after the recess, if assurance were given of its enactment by early fall.

The railroad bill was said to be an obstacle in the adjournment programme, but senate republican leaders gave the president little hope for its early enactment, saying that protracted opposition was assured. The president, however, expressed hope that the bill at least might be reported to the senate and its enactment given before congress takes a vacation.

Work on Bill Begun. Work on the bill was begun today by the senate interstate commerce committee, which heard Director Meyer of the war finance corporation, who advocated the measure as a means of general economic restoration. He is to conclude his statement tomorrow.

Agricultural relief measures which the president desires enacted before the proposed adjournment are the agricultural credit bill, the Capper-Fincher bill to grant both the packer control bill and a new measure to extend the emergency tariff law. The agricultural credit measure has yet to pass the house and extension of the emergency tariff law would have to pass both bodies. Representative Fordney was said to have a resolution prepared for the latter purpose and democratic leaders were said to have given assurance of co-operation in its quick adoption. The Capper-Fincher packer bill is in conference with enactment before the week end regarded as assured.

Anti-Beer Bill Scheduled. Other bills whose enactment before the recess are planned include the Willis-Campbell anti-beer bill and the deficiency measure for the shipping bond. The latter, reduced from \$125,000,000 to \$45,500,000, is scheduled for passage by the house in a few days, and by the senate early next week.

Settlements with the railroads. It was said today, were continuing at the rate of \$25,000,000 or \$30,000,000 a month, but they could not be continued indefinitely without congressional action to enable the payment to be met.

For this reason, it was explained, President Harding was desirous that the war finance corporation's powers should be broadened in order that the organization might proceed with the liquidation of railroad paper held by the railroad administration and provide the funds for final settlement with the carriers.

Waiver to Be Demanded. In connection with consolidated claims for "inefficiency of labor," it was made plain today at the White House that the government would demand absolute waiver of this item in making settlements with the railroads. President Harding, it was explained, in his negotiations with the railway executives, had reached an agreement that the roads, in presenting their claims, would waive "inefficiency of labor" in order to make a final settlement.

Chairman Cummings of the senate interstate commerce committee received today a protest against delay in the legislation from Alva R. Johnson, president of the Railway Business association.

"A voluntary vacation for congress without this enactment would pay for hundreds of thousands of industrial employees," said Mr. Johnson, announcing that his organization, to expedite the measure, would refrain from testifying at the hearing.

Mr. Johnson also urged that the question of reducing railroad rates be not involved in the credit legislation. Congress, he argued, should receive no mandate to reduce rates, which, he contended, should be left with the interstate commerce commission.

LUMBER MEN HAVE ROW

WESTERN PINE ASSOCIATION IS ALMOST DISRUPTED. Independents Favor Removing Office From Portland to Spokane.

NOTED ITALIAN COMING

GENERAL PIETRO BADOGLIO IS TO VISIT PORTLAND. Chamber of Commerce and Civic Organizations to Join in Entertainment Programme.

Civic organizations, the Portland Chamber of Commerce and leading Italians of the city are making preparations for the entertainment of General Pietro Badoglio, the Italian military hero, who will arrive here this morning of Wednesday, August 17, and remain until the evening of the 19th day.

The general is the most distinguished visitor to come to Portland since the war. He is a military hero of the war a major of artillery and became a general through merit on the field of battle. Among his military exploits was the direction of the attack on Mt. Sabatino, which resulted in the fall of Gorizia. In the victory of Vittorio Veneto, which caused the Austro-Hungarian empire to seek an armistice, General Diaz had the cooperation of General Badoglio. The general is now a member of the supreme council of the Italian army.

His visit to this country is official and is conducted by the state department. The general will be accompanied by his chief of staff, Colonel Siala, who also has a military record of distinction.

The Chamber of Commerce with the assistance of Albert B. Ferrara, Italian consul in Portland, will have charge of the entertainment of the general. The committee in charge will have a part in the programme.

SLADEN IS REASSIGNED

Brigadier-General to Take Command of Fort Sheridan.

FLOWER SHOW PLANNED

Northern Curry County Community Club Sponsors Event.

MARSHFIELD, Or., Aug. 9.—The Northern Curry County Community club will give a sweet pea and dahila show and bazaar at Langlois August 11, and following the show will present William Lillie, a Royal Highland Scotch entertainer. He will be assisted by local music and home talent.

Mr. Lillie has entertained from one ocean to the other throughout the United States and Canada and is said to have the largest display of highland garments of any man on this continent. He composed a song for the shipbuilders during the war and made records of a number of his compositions. The funds which are received by the club will be spent for the good of the entire community.

BOY THIEVES SENTENCED

Judge Deich Lectures George Abdie Before Settling Penalty.

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Unpopular Measure Likely to Be Put Up to President.

CONGRESS SCENTS DANGER

Political Shouts Threaten Passage of Bill Requiring Trucks to Keep Up Road Beds.

BY MARK SULLIVAN. (Copyright by the New York Evening Post, Inc. Published by Arrangement with the Associated Press.)

WASHINGTON, D. C., Aug. 9.—(Special.)—If President Harding were a man of less equable temperament he might readily have sighed as he bent his back into the mass of things and men that clamored for his attention on his return from his brief vacation. Chief among the many things which would all seem big if they were not overshadowed by one, is taxation.

That subject now has the right of way and there is little doubt that sooner or later congress will pass the responsibility from it to the administration, just as it has already turned over to Harding other things which were difficult and politically dangerous. In fact, congress has already made Harding take on his shoulders responsibility for the defeat of the bonus act and that was wholly a matter of taxation.

From the point of view of congress, the difficulty about taxation is that what is sound is also unpopular. One of the principal protests that has arisen over Secretary Mellon's proposal has been directed against the suggestion that automobiles should be taxed \$10 each. That would be a direct and not inconsiderable tax on several millions of persons who, by their standing in their various communities, compose a substantial body of voters as there is.

Courage Required by Mellon. It took no little courage for Secretary Mellon to propose the tax and it will take more courage for the administration to stick to it, but the immense volume of public and private automobile transportation that has grown up in recent years ought to bear its burden of the expense that has been put or will be put into road construction. One of the several difficulties that beset the railroads is the fact that the automobile truck to a certain extent has been subsidized in competition against them.

When a railroad makes a freight rate it must include an allowance for the upkeep of the roadbed, all of which the railroad pays, but when the competing automobile trucks make a freight rate they do not need to include an allowance for the upkeep of the roadbed. The roadbed of the automobiles is maintained by general taxes on the automobile, but the automobile has been taxed with increasing heaviness in recent years by local, state and city authorities. In some sections, in fact, the automobile has been made to bear the full cost of local road construction.

The theory that the automobile should at least bear the burden of road construction both local and national is reasonable, but the automobile truck to a certain extent has been subsidized in competition against them. When a railroad makes a freight rate it must include an allowance for the upkeep of the roadbed, all of which the railroad pays, but when the competing automobile trucks make a freight rate they do not need to include an allowance for the upkeep of the roadbed.

Danger in Measure. Within the administration the suggestion has been made that if it were practicable the automobile makes desirable a restoration of some variation of the old toll gate system by which automobiles and trucks could pay on a mileage basis for their use of the roads.

One thing that the administration is determined on is that there shall be no further federal aid for road construction unless the local authorities make adequate provision for maintaining the roads after they are built.

The automobile levy is but one of many difficulties inherent in the big job that the administration has of putting through a sound tax measure. On this subject there are possibilities of party splits in congress and popular resentment at the polls beyond anything that the administration must do.

More School Room Needed. MYRTLE CREEK, Or., Aug. 9.—(Special.)—The school board of the Myrtle Creek school district have in mind the calling of a special election during the present month for the purpose of voting bonds for building in addition to the present school. The growth of the Myrtle Creek school has gained such proportions that additional room is imperative, and the board sees no way of meeting the issue other than by bonding the district and building more room, which will, if undertaken, consist of two upper and two lower rooms and a basement.

Losses Will Be Equalized. KELSO, Wash., Aug. 9.—(Special.)—To determine the amount of loss by property owners within the Woodland diking district, the Coville county board of equalization will make a trip of inspection there tomorrow. Property owners have petitioned for a reduction in their assessed valuation on the grounds that the valuation was placed on the supposition that the land was protected from flooding, and the dikes broke, resulting in loss of the crops as though no dikes existed.

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IDAHO VALUATIONS HIGHER

TAX ROLLS SHOW 4 MILLION INCREASE IN YEAR. Real Property Assessed at \$385,120,803—Utility Companies to Fight Assessments.

BOISE, Idaho, Aug. 9.—(Special.)—The total valuations for the state of Idaho as reported by the county auditors and placed before the state board of equalization in session here today shows an increase of \$4,821,833 over the total valuation a year ago. The total assessed valuation for 1921 as reported shows real property for the 44 counties is valued at \$358,120,803.

Agricultural land values of the state, as shown by the combined rolls, are \$76,945,382, of which irrigated lands represent \$21,185,284, and dry farms \$55,760,098. Timber land is valued at \$19,811,360. It is admitted that valuations the state over must be raised this year.

Governor Davis said: "With taxing bodies hard pressed to secure adequate income for running expenses within the legal limit for levies, there is but one thing to do to equalize the valuations upward. There is some gain shown in the abstract total, but some counties which we have raised year after year are coming again with the same old, low figures. They must come up. Other counties are very high because they

local revenue. For their own good, must be helped to provide sufficient rather than to meet the state's needs, the low ones must be raised." It is evident that the railroads and other utilities corporations will make a strong fight for their conception of equal assessments. They are prepared to make verbal arguments supported by voluminous tables of figures to show that in many counties the state they have been asked to bear much more than their share of the tax burden.

GUILT DENIED IN COURT

Spokane Man Charged With First Degree Murder Arraigned.

SPOKANE, Wash., Aug. 9.—Louis Adams, charged with slaying Joseph Gunascio here last Thursday, entered a plea of not guilty to first-degree murder charges when arraigned in superior court here today.

The shooting of Gunascio is said to have grown out of a feud of six years' standing between the two men.

J. D. SHARP, AGED 90, DIES

Former Portland Resident Passes Away at Pendleton.

PENDLETON, Or., Aug. 9.—(Special.)—J. D. Sharp, 90 years old, died at the home of his son, Dr. J. E. Sharp, here this afternoon. Death was ascribed to old age. Mr. Sharp had made his home here for the last six months. He lived in Portland until last April, when, following the

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Sam'l Rosenblatt & Co. Fifth at Alder Gasco Building. death of his wife, he joined his son Mr. Sharp had lived in the west since 1881, most of the time in Portland. He is survived by three sons, M. C. Sharp of Vancouver, Wash.; G. C. Sharp of Seattle, and Dr. J. E. Sharp. The body will be sent to Vancouver for interment.

NEW FARM BODY FORMING

Deposed Grange Master Reports Organization Under Way.

SPOKANE, Wash., Aug. 9.—(Special.)—A new alignment of farm organizations, putting the Washington state grange and other "progressive farm organizations" under the wing of the National Farm council, is now in process of formation, according to statements made today by William J. Bouck, deposed master of the state grange.

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