

FOR THE PEOPLE PROMISED TO NATION

Muscle Shoals Project to Be Public Enterprise.

PERSONAL PROFIT BARRED

Capitalist Declared to Intend to See That People Get Benefit From Industrial Plan.

DETROIT, Mich., Jan. 11.—(By the Associated Press.)—If Henry Ford obtains possession of the Muscle Shoals project in Alabama he will take immediate steps to make that part of the south one of the industrial centers of the country, the Associated Press learned today.

Mr. Ford's proposal to the government includes leasing of the property for 100 years. But before the expiration of half that time he proposes to have the completed project over to the people of the district or to the government in such a way that no one in the future will be able to make a personal profit from the undertaking.

Mr. Ford proposes to make the project, if the government gives its consent, the outstanding achievement of his career. The Muscle Shoals project is, however, only the start of a greater program, it became known. This includes the development of water-power facilities in many parts of the country by which persons in those communities would derive power to run manufacturing plants, light their homes and run machinery on their farms.

Mr. Ford expects to leave here tomorrow for Washington to confer with Secretary Weeks regarding his proposal. He will be accompanied by his engineers and other men who have made a close study of the proposal.

If the government accepts his bid, work at Muscle Shoals will be started at once. The nitrate and other plants will be run by steam power, pending the time the great dam, which will require about a year to build, has harnessed the water at this point.

Mr. Ford believes the Muscle Shoals plan is consummated will be the start toward the development of the Mississippi river valley. The manufacturers of the valley could not export to the United States. If the waters now going to waste could be utilized.

Eventually, in Mr. Ford's opinion, the government should derive enough revenue from these power projects to support itself, thereby revolutionizing the financial system of the country.

Mr. Ford's program includes definite steps toward development of water power in every part of the country. The nitrate and other plants will be run by steam power, pending the time the great dam, which will require about a year to build, has harnessed the water at this point.

Representatives of Company to Bid on Lincoln Car Property.

DETROIT, Jan. 11.—Representatives of Edsel Ford and the Ford Motor company will bid for the property of the Lincoln Motor company at the auction set for February 1. The property, a new Lincoln Motor company will be organized, it is said, and the Ford interests will be given to manufacturing of higher priced cars than has been their custom in the past.

126 CADETS ARE OFFICERS

Commissioners Are Distributed to Corvallis Units.

Moving Picture Reviews

TODAY'S FILM FEATURES. Rivoli—Anita Stewart, "Her Mad Bargain." Peoples—D. W. Griffith's "Way Down East." Metropolitan—Doris May, "The Foolish Age." Liberty—Richard Barthelmess, "To Be or Not to Be." Columbia—Water Reid, "Don't Tell Everything." Blue Mouse—Maurice Flynn, "The Last Trail." Auditorium—Sunlit Norway. Star—Zane Grey's "The U. P. Trail." Hippodrome—"Poor, Dear Margaret Kirby." Circle—Corinne Griffith, "The Single Track."

"TOULABLE DAVID," now at the Liberty theater, is one of the finest pictures of this season or any other season. It is the sort of production which the cynics, who sneer at good motion pictures, should be made to appreciate. "Touable" is an artistic piece of work, a picture with character, feeling and beauty.

Richard Barthelmess does the best work of his career as the boy who was judged by his mountain mother to be "toulable, just toulable." His David is a more delicate piece of work than the Chinaman in "Broken Blossoms" and it is more likable and far more brilliant than the hero of "Way Down East." It is one of the most complete and sensitive character studies ever presented on the screen.

The story is a thoroughly interesting and exciting tale of Kentucky mountaineers, but not the usual type of story. It is a story of a boy, but the central interest is aroused over the emotions of the boy David, who secretly rebels at being just a boy and yearns to be a man. He dreams of the day when he can drive the hack over the hills to get the government mail and be something more than the boy of the family.

The events which lead up to the death of his father and the cruel injury to his brother, and the reasons which prevent his taking revenge on the terrible hatburns are told with splendid pathos and strength. In which she keeps him from going forth to avenge the double tragedy brought upon the Kinemona by the hatburns, is realistic and touching. David is shown as a man at last when he overcomes his three enemies in a battle which ends in his death.

Marion Abbott is memorable as the mother, Gladys Fajette is David's sweetheart, Ernest Terrence presents an unusual piece of character acting as Luke Hatburn. He is so terrible a villain that he makes the audience fear for the ultimate safety of the hero. The rest of the cast is uniformly good.

Blue Mouse. Zane Grey's "The Last Trail" opens today at the Blue Mouse theater. This picture was directed by Emmet J. Flynn, who came into prominence as the director of "A Connecticut Yankee."

The story of "The Last Trail" is built upon the operations of a lone outlaw known as the "Night Hawk" and contains intensely dramatic situations, threaded by a vivid love romance unusual in its development. The great climax of the most popular story involves the criminal breaking of a big dam in the mountains and the consequent flooding of a little town in the valley below. The action of these scenes, for which both village and dam were constructed, is said to have been a task involving large expenditure of time and labor.

The leading role in "The Last Trail" is assumed by the stalwart Maurice (Lefty) Fitzton, one of the most popular western stars. He is given splendid support by dainty Eva Novak and an all-star cast.

There will also be a funny Clyde Cook comedy with the latest news weekly.

Screen Gossip. Word comes from London that Ellen Terry is to be featured in a big "mother" interest film, to be produced by Grenville Taylor for a new British company. The scenario has been written around Miss Terry by Hetty and Langford Reed.

Miss Terry is also playing a part in the film version of the famous opera, "The Bohemian Girl," which is being prepared by the Alliance Film Corporation. Other artists engaged for "The Bohemian Girl" are Gladys Cooper, Constance Collier, C. Aubrey Smith, Ivor Novello and Henry Vibart.

Will Payne, the magazine-story writer, has finished supervising the production of "The Truthful Lie," a story of American business life and awfully written for masculine consumption.

Flood conditions in southern California that have been smashing records, were taken advantage of by John Griffith Wray, who secured a number of spectacular shots to be incorporated in Thomas H. Ince's production of "Jim," which Mr. Wray is directing. The feature is practically completed.

Elaime Hammerstein is the star of "Poor Dear Margaret Kirby," a picture attraction at the Hippodrome on the new bill, which opens this afternoon. This is a screen adaptation of a Kathleen Norris story.

Evelyn Winans, who was married to Jack Mulhall the other day, has taken several beauty prizes in California. She is a movie actress and intends to continue in the work.

ROVING FAN-SEEING IN THE WAGE ISSUE

Conference Is Called Before Trouble Begins.

MINE MEETINGS LIKELY

Success With Pay Question Now Under Consideration Will Lead to Further Negotiations.

BY MARK SULLIVAN. (Copyright, 1921, by the New York Evening Post. Published by arrangement.) WASHINGTON, D. C., Jan. 11.—What is really back of the effort on the part of Secretary Hoover of the department of commerce to bring the railroad brotherhoods and the railroad managers together is a foreboding attempt to prevent the arising again of the disagreeable situation the country faced a few months ago when it was threatened with a country-wide railroad strike.

The question of wages was really not settled by the calling off of that strike. The railroad managers have made application to the Federal labor board for reductions in wages in the ordinary course, these applications would come up for consideration about four months from now. It is in order to forestall what might happen at that time that Mr. Hoover brought about the rather extraordinary meeting of the heads of the brotherhoods and the railroad managers sitting down together in his house.

Policy Is Far-reaching. This was not only a striking event in itself, but it was also an indication of the far-reaching policy on the part of that department of the government which has been in operation since the beginning of the year. It was an example of the amount of quiet and unostentatious work done by many government departments which does not get much into the news.

If strike conditions should arise as they did in September that would be spectacular. The foregoing and preceding conditions are not, however, less startling to the public mind. No news has been given out as to what the brotherhoods and the railroad managers have agreed upon, but there is a favorable indication in the fact that they are to come together again.

Wage Contracts to End. In connection with this question of railroad wages there are two other similar questions, both to come to a head within a few months. Both of them menaces business conditions in the country as the railroad situation does. In the building trades, as well as in coal mining, agreements about wages made one and two years ago between the unions and the employers, will come to an end. When they end, it is certain that there will be differences in points of view about the new wage scales, for it is obvious that wages fixed one and two years ago are inconsistent with present conditions.

It is presumed that if Mr. Hoover is successful in bringing the railroad managers and the union leaders together in the other two fields, the whole effort is in an attempt to meet business conditions in the country as the railroad situation does. In the building trades, as well as in coal mining, agreements about wages made one and two years ago between the unions and the employers, will come to an end. When they end, it is certain that there will be differences in points of view about the new wage scales, for it is obvious that wages fixed one and two years ago are inconsistent with present conditions.

Wage Scales Investigated. The thing is really broader than that. The whole matter of the development of a new period of smooth-running prosperity is dependent upon adjustments of wages to present conditions.

The committee's report has made exhaustive investigations looking toward what are reasonable wages under the conditions of 1922. They have tried to arrive at a decision what is now normal, but in other lines the wages are far out of line.

It is felt that it can be stabilized successfully, but that it will be one of the largest steps now needed towards the restoration of a period of steadily increasing activity and prosperity.

Mrs. Margaret Fee. KELSO, Wash., Jan. 11.—(Special.)—Mrs. Margaret Fee, 52, a former resident of Kalama, who has been living with her daughter, Mrs. Y. H. Blanton, died at the home of a daughter, Mrs. Charles McCullum, at Vancouver. Funeral services were conducted in Vancouver by Rev. R. A. Wainwright.

Mrs. Amelia Gooch. DALLAS, Or., Jan. 11.—(Special.)—Mrs. Amelia Gooch, a widow, died at her home in this city Tuesday. She had been a resident of Dallas for many years. Mrs. Gooch is survived by three children: Mrs. R. R. DeArmond of Independence, Miss Bessie Gooch of Dallas and Fred R. Gooch of Salem.

Road Conference Held. TILLAMOOK, Or., Jan. 11.—(Special.)—The officers of the Roosevelt Memorial Coast Highway association are conferring with the Theodore Roosevelt International Highway association with the idea of making the coast highway a part of that project.

Truck Strikes Traffic Officer. VANCOUVER, Wash., Jan. 11.—(Special.)—Ray Swasey, city traffic officer, was arrested last night on a charge of striking a motorist's car with a delivery truck driven by Al Cramer, when the car was stuck in a hole in the middle of a block. The traffic officer was not seriously injured.

Conference Postponed Day. Announcement was made yesterday by the Chamber of Commerce that the conference of shipping interests handling shipping board vessels, originally scheduled to open in San Francisco, January 13, has been postponed one day to accommodate some delegates who would have been unable to get there before. The Portland conference will therefore leave a day later than they had planned.

Co-Ed Stabbed by Pencil. OREGON AGRICULTURAL COLLEGE, Corvallis, Jan. 11.—(Special.)

J. L. GILBERT, 63, IS DEAD

Merchant and Postmaster at Berlin, Or., One of Oregon's Native Sons.

Mr. Gilbert was born in Douglas county and had spent his entire life in Oregon. He came to Albany in 1875, with his father, who became superintendent of schools here. Later his father served for many years as principal of San Juan academy at Lebanon and county school superintendent of Linn county.

Mr. Gilbert was a member of the Methodist church. He is survived by his wife, Mrs. A. M. Hammar, in this city. He was 63 years old.

Obituary. Mrs. Elizabeth Ryan. Mrs. Elizabeth Ryan, widow of Captain William Irving, an Oregon pioneer of 1850, died Sunday at the home of her daughter, Mrs. J. W. Spence, 841 East Twelfth street North. She was born in Indiana in 1833 and when 17 years old moved with her parents to Roseburg, where they settled. One year later she was married to Captain Irving, then engaged in the steamship business in Portland. They took over 400 acres, comprising what is now known as Irvington, then a forest. Captain Irving also owned the old Irvington dock. Later they moved to British Columbia, where Captain Irving's steamship interests took him. He died in New Westminster, B. C., in 1872. She married A. G. Ryan in later years. He died several years ago. Mrs. Ryan had made her home with her sister here for the past ten years.

Charles H. Wright. ROSEBURG, Or., Jan. 11.—(Special.)—Charles H. Wright, 75 years old, for 40 years a resident of Douglas county, died yesterday at his home at Glide. He was born in Crawford county, Missouri, and moved to California in 1850. He was 40 years old when he moved to Glide and made his home there the remainder of his life. He is survived by six sons: Walter P. John, Charles Edgar, Perry J. and Elmer J., all of Glide, and Burley O. Wright of Portland. The funeral will be held today from the Oak Creek church.

Funeral services for First Lieutenant Joseph Chester Miller, who lost his life in a railroad accident in France and whose body arrived from overseas Tuesday, will be held Saturday at 2 o'clock at the chapel of Edward Holman & Son. Interment will be in the Lutheran cemetery. Lieutenant Miller was 30 years old. He is survived by his wife, Mrs. J. Miller, 759 Thompson street. He went overseas with the old Third Oregon in 1917. His parents and three sisters, Anna Lee, Grace E. and Emery Dye Miller, survive.

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A co-ed stabbed herself with a pen-knife intentionally and not very seriously—but she is in the hospital as a result of the wound. Estelle Bates of Corvallis took too long a nibble over a position that a forgotten pencil which had slipped through her pocket into the coat lining swung in such a position that she slipped and fell. It drove into her leg to the bone.

DAILY CITY STATISTICS

Marriage Licenses. COBETTI-OGILIO—Ben Cobetti, 16, 444 East Twenty-fifth street, and Anna Ogilio, 16, 842 East Twenty-seventh street. LARSEN-GREPP—Earl E. Larsen, 25, 471 West Park street, and Angelina Grepp, 27, Edson block, 1000 Young street. SIBRANDT-HANSEN—A. K. Sibbrandt, legal, Oregon City, Or., and Helen C. Hansen, legal, 7004 Fifty-fourth ave.

Vancover Marriage Licenses. JOHNSON—Hugh Johnson, 23, 23rd street, and Genevieve F. Moshier, 29, of Portland. COLLINS-KNAPP—George W. Collins, 23, of Seattle, and Geneva Knapp, 23, of Grand Junction, Col.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Jan. 11.—Highest temperature, 47 degrees; lowest, 39 degrees. River reading, 3 A. M., 53 feet; change in last 24 hours, none. Total rainfall, 3 P. M. to 5 P. M., none; total rainfall since September 1, 1921, 20.33 inches; normal rainfall, 22.05 inches; deficiency of rainfall since September 1, 1921, 1.72 inches. Total sunshine, 8 hours 56 minutes; possible sunshine, 8 hours 56 minutes. Barometer (reduced to sea level), 30.00. Relative humidity, 77 per cent; 5 P. M., 69 per cent; noon, 71 per cent; 1 P. M., 73 per cent.

THE WEATHER

Table with columns for STATIONS, Temperature, Wind, and Weather. Includes locations like Baker, Boise, Boston, Calgary, Chicago, Denver, Des Moines, Eureka, Galveston, Kansas City, Los Angeles, Louisville, Memphis, New Orleans, New York, Philadelphia, Portland, Salt Lake, San Diego, San Francisco, Seattle, Spokane, St. Louis, Topeka, Tulsa, Walla Walla, and Washington.

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Toothache Neuralgia Neuritis
Earache Lumbago Pain, Pain

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