

JAPAN TO GIVE UP KIAOCHOW DEC. 2

Leasehold Will Be Turned Over to China.

TREATY TO BE OBSERVED

Amounts Which Peking Must Pay for Islanders' Investments Virtually Decided.

TSINGTAO, Shantung, Oct. 10.—(By the Associated Press.)—Japan has decided to restore the leasehold of Kiaochow to China December 2. On that date Japanese troops will withdraw, civil and military authority in the Kiaochow district will be handed over to China and the Chinese flag will be hoisted for the first time since Germany acquired the territory in 1898.

The fixing of the definite date for the restoration of Kiaochow was announced today by the Japanese members of the Shantung commission, which was appointed to work out the details of the evacuation as provided in the treaty between Japan and China signed at Washington.

Thus will end the international controversy which began when Germany established a naval base 24 years ago and which later figured in the diplomatic affairs of Paris and Washington.

Treaty to Be Observed.

China's bankruptcy will not be permitted to interfere with the restoration programme. Katsui Dehuchi, member of the Shantung commission and formerly counselor of the Japanese delegation at Washington, said:

"Japan intends to adhere to the letter and the spirit of the Shantung treaty signed at Washington. Nothing will be permitted to interfere with the turning over of Kiaochow to China on December 2."

The amounts which China must pay for Japanese investments in the district have been virtually decided upon. Dehuchi said Japan will exact only what Japan paid to Germany for private German investments and what Japan actually invested since 1914. It is expected that Japan will accept Chinese treasury notes, as China is without cash at present. China will receive free all public properties which Japan acquired from the German government.

\$2 Millions Yen Wanted.

The commission decided China must pay 2,000,000 yen for Japanese investments in the district. It is estimated that 8,000,000 yen for improvements made in the salt industry of Kiaochow and 60,000,000 yen for the Shantung railroad, a grand total of 82,000,000 yen. The coal mines, which are valued at 10,000,000 yen, are to be operated jointly by the Japanese and Chinese, a corporation for which is to be organized.

Under the treaty, it would not have been necessary for Japan to have restored the railroad to China until next March. The Japanese delegates say, however, that the Japanese empire is anxious to relinquish the railroad by December 2, so that Japan will be relieved of all responsibility in Shantung on the same date.

Despite the prospective withdrawal of the Japanese, Tsing Tao, which is a typically modern German city, is undergoing a building boom. Hundreds of Japanese houses of the German style of architecture are being constructed. Japanese industries expect to continue unaffected under the Chinese administration.

RAIL EXTENSIONS ASKED

(Continued From First Page.)

Washburn & Navigation company from Crane west to Odell, a distance of 185 miles, and extension of either the Oregon Trunk railroad or the Deschutes Railroad company from Bend to Odell. The distance between Bend and Odell is approximately 50 miles. Mr. Corey said. There also is included in the complaint a line of the Central Pacific railroad from Klamath Falls to Lakeview or an extension by the Oregon-Washington Railroad & Navigation company from the Crane-Odell line to Lakeview. Mr. Corey declared that either of these lines would give Lakeview an outlet and place it in close contact with the Portland markets.

Distances Would Be Cut.

It was set out in Mr. Corey's complaint that the distance between Klamath Falls and Portland as a result of the proposed extensions would be reduced from 585 miles to 388 miles via Bend, thence north to the Columbia river, and thence westward to Portland, and approximately 369 miles via Odell and Eugene.

The distance between Crane and Portland would be reduced from 558 miles to approximately 270 miles via Odell and Eugene, while the distance from Lakeview to Portland would be reduced from 495 miles to 426 miles north, via Bend, or 462 miles via Klamath Falls, Odell and Eugene.

The distance between Eugene and Ontario would be reduced from 555 miles to approximately 416 miles, via the proposed Crane and Odell line, while the distance between Ashland and Ontario, would be reduced from 772 miles to approximately 629 miles.

Routes Held Feasible.

Despite the unlimited resources available for development, it was set out by Mr. Corey that at the present time there is no railroad extending eastward from the western part of the state, south to Portland, to any point in eastern Oregon or to that portion of southern Oregon lying east of the Cascade mountains.

"There now exists practicable and feasible routes for the extensions proposed in the complaint," said Mr. Corey, "and surveys have been made and in some instances construction actually begun many years since but never completed."

"There is the largest supply of pine timber in America growing in that part of the state that would be adjacent to the extensions sought," said the complaint. "Adjacent timber is now mature and should be promptly manufactured to prevent a great waste, and financial loss to the nation. Adjacent to the proposed Klamath Falls-Eugene

extension there is approximately 28,000,000 feet of standing timber, principally white pine, for which there exists a nation-wide demand.

Marketable Timber Available.

"To the north of Burns there is approximately 7,000,000 feet of marketable timber. The extension of a railroad to Burns would serve a territory in Harney valley capable of growing 200,000 acres of grain, all of which awaits adequate transportation facilities. To the north of Lakeview is another 7,000,000 feet of marketable timber with vast tracts of timber existing practically throughout eastern Oregon, all of which would find a ready market if the extensions are constructed. Sawmills of the largest capacity are now constructed in those counties where transportation is now afforded.

"Large mineral deposits also obtain in this region. The tonnage derived from the vast timber resources on the coast and moving to the east would afford revenue that would materially assist in paying the costs of operations of the extended line, Crane to Odell, until such time as the development of the natural resources adjacent to the extended line would render the same self supporting.

"The southeastern part of the state of Oregon, comprising an area of more than 22,500 square miles, and perhaps the largest undeveloped territory in the United States, of which 532,000 acres are now under irrigation and 413,000 acres are proposed for irrigation, and 327,840 acres of swamp land to be reclaimed, are all awaiting adequate transportation facilities.

Stock Is Chief Industry.

"Stock raising is now the principal industry of central Oregon and at the present time there is no adequate or available means of railroad transportation sufficiently or adequately serving said industry in said territory, either for the marketing thereof or for the shipping to said territory commodities necessary for the carrying on of said industry."

"The convenience and necessity of all parties engaged in such industry in said territory and the convenience and necessity of purchasers of said products require that necessary, adequate and efficient means of railroad transportation be afforded said territory.

"The shipment of products from western, southern and central Oregon, including timber, livestock, grain, fruit and hay, requires more direct routes to market.

"The convenience and necessity of all inhabitants of the state of Oregon require that proper, adequate and efficient railroad communication be provided between the central and the southeastern part of the state of Oregon, and our principal market—Portland, Or.—and the state capital at Salem, Or."

More Routes Held Needed.

"Prompt and effective administration of the state government and of the exercise of their several duties by the state and county officials within the state of Oregon require and demand that adequate and efficient means of railroad transportation be constructed by more direct routes for the carrying of passengers and freight between central and southeastern Oregon and the northwestern part of the state of Oregon as prayed for.

"In the event of war and an attack by a foreign country on our Pacific coast the completion of a continuous and direct transportation line from the junction points with the Spokane, Portland & Seattle railway and the Oregon-Washington Railroad & Navigation company at the Columbia river on the north to Klamath Falls on the south would afford an additional line of communication to San Francisco, Los Angeles and other California points. "At present but a single line of railroad exists between northern Washington and southern California. "National governmental necessity and convenience demand the application of transportation facilities connecting the principal ports on the Pacific coast."

La Grande Vets Form 40-S Club.

LA GRANDE, Or., Oct. 10.—(Special.)—Twenty-four members of the American Legion posts in Union county met in La Grande tonight for the formation of a "Hommes 40 et Cheveaux 8" society. The charter was received recently and an election of officers was held. Legionnaires from La Grande, Union, Cove, Elgin and Imbler posts made up the charter members of the "Legion playground" organization.

Attack Charge Dismissed.

ALBANY, Or., Oct. 10.—(Special.)—Charges of attacking a 15-year-old girl here Friday night were dismissed because of lack of evidence, when J. R. Studnicka, 18, of Scio, appeared before Justice of Peace Oliver today. Alfred Dupont, facing similar charges, is in the Lincoln county jail awaiting investigation by the grand jury.

Pupils Study Fire Prevention.

IMBLER, Or., Oct. 10.—(Special.)—The pupils of the Imbler public school are receiving practical training in fire prevention through the cooperation of city and school authorities. Children make a survey of the home and report on 37 questions, dealing with problems of fire prevention. In this way the message reaches the home, and the cooperation of the parents is enlisted.

Prune Harvest Nearly Over.

SHERIDAN, Or., Oct. 10.—(Special.)—Prune harvest in this community is nearing an end and reports from various growers in the

A Spare Tire vs. Extra Pants



A suit with extra pants is likened to a car with a spare tire. Both are a big help in an emergency. However, one must pay extra money for the extra tire. Not so in my "extra service" suits—the "spare pants" are included, for the price of a suit alone. Excellent values are here in medium and heavy weight wool worsteds.

\$35 \$40 \$45

BEN SELLING MORRISON AT FOURTH

Portland's Leading Clothier for Over Half a Century

ROAD TO BE ABANDONED

SCRAPPING OF 29 MILES OF TRACK AUTHORIZED. Section of Line From South Junction to Metolius to Become Public Highway.

THE OREGONIAN NEWS BUREAU, Washington, D. C., Oct. 10.—Approval was given by the interstate commerce commission today to the petition of the Oregon Trunk railroad for permission to abandon 29 miles of road from South Junction, Wasco county, Oregon, to Metolius, in Jefferson county. The Oregon public service commission had previously approved the application on condition that the abandoned roadbed and a concrete bridge on the line could be used as a public highway.

EPHRATA BANK CLOSED

Failure Is Attributed to Succession of Poor Crops.

OLYMPIA, Wash., Oct. 10.—(Special.)—The Grant county bank at Ephrata failed to open its doors today, the failure being attributed to a succession of poor crops, making it impossible for farmers to pay their notes and thus preventing the bank from meeting shrinkage of deposits. John P. Duke, supervisor of the bank, announced.

FUGITIVE FORFEITS BOND

George Sargent, Accused of Arson in North Bend, Evades Court.

MARSHFIELD, Or., Oct. 10.—(Special.)—For the first time in several years a bond was declared forfeited in the Coos county circuit court, when George Sargent of North Bend held in \$1000 bond, failed to appear and plead to a charge of arson. Sargent was accused of burning his home in North Bend for the purpose of collecting the insurance.

Supreme Court Calendar Crowded

OLYMPIA, Wash., Oct. 10.—(Special.)—Due to the congested condition of the supreme court calendar all cases filed subsequent to August 28, except criminal cases, will be continued until the January term of court. More than 100 cases must be held over, which is an unusually large number. The October session began October 9 and will close December 7, and covers 191 cases.

Motorcycle Goes Over High Bank.

LA GRANDE, Or., Oct. 10.—(Special.)—S. Aoni, Japanese, was seriously injured and two companions narrowly escaped death when a motorcycle went over the 30-foot bank near Perry, four miles west

Boys Confess to Robbery.

ALBANY, Or., Oct. 10.—(Special.)—James McCormick, 15, giving his home address as Louisville, Ky., and Ralph Wolf, 17, of St. Paul, Minn., have confessed to entering a local clothing store last Thursday night and stealing shoes and clothing. The two youths were arrested at Roseburg and brought back to Albany by Sheriff W. J. Dunlap. They are being held in the Lincoln county jail pending an answer to telegrams sent to their homes.

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Breaking ice by mail

A sales manager discovered that two-thirds of the time of his salesman in talking to a prospect was consumed in costly introductory talk.

Before the salesman actually got down to selling, he consumed many valuable minutes proving that his firm was able and responsible—capable of living up to anything it undertook.

Now these things don't have to be said in the presence of the prospect. On these points printing carries as much conviction as conversation.

This sales manager used direct-by-mail advertising to break the ice for his men, and records show that a distinct saving of time was effected by this method.

If you are using printing to impress future customers with the character and ability of your firm, use good printing.

Good printing is the kind you get from good printers. You don't get it by accident, and you don't get it from worn type, cheap ink, and poorly selected paper.

better paper
∞
better printing

"Making it Easy to Plan Printing" is the title of a series of books on better direct advertising which printers and advertisers can secure on application to distributors of Warren's Standard Printing Papers.

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The Bond Boy

As Big as 'Tallable David'

WEEKLY CARTOON FASHIONS

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The Dancing Craze—GEORGE LARKIN and Ollie Kirby TODAY

"Eccentric Fox Trot" STARTING TOMORROW

"Parisian L'Apache"

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Sportswear— at its best

We cannot stress too strongly the unusual quality of our new sportswear. Garments of that rugged outdoor type one finds abroad, are fashioned of imported fabrics—perfectly tailored—priced as low as the most commonplace!

You'll like the new topcoats—

Like them for their staunch, woolen fabrics—in mixtures, in plaid-back weaves, in the so-called "invisible" plaids. Like them for their simplicity, their snug, yet generous proportions. Like them, above all, because many are priced but

35.00
Liebes, second floor



All our new tweeds are imported—

Famed for the service they render, suits in the new weaves are very softly colored, with none of that harshness one finds in inferior tweeds. Mannish silk serges line them—and one is at once impressed with the high quality of their tailoring!

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Liebes, second floor



Sweaters depart from the usual—

Pullover models have a fancy for the bateau neck—many have adopted the raglan sleeve—and softest camels' hair fashions the majority. Sketched is an interesting novelty—a wool and silk combination of sage and gold—with alternating stripes of silk at cuff, waist and hip. Delightfully unusual—priced

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BUSTER KEATON in "The Paleface"—all laughs.

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TODAY

COLUMBIA

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