

\$700,000,000 DEBT OWED BY RAILROADS

Public to Be Loser if Bill Is Not Paid Promptly.

EVEN FORD IS BORROWER

Up to Present Time Carriers Have Not Defaulted Single Penny in Their Payments.

BY HARDEN COLFAX.
(Copyright, 1921, by The Oregonian.)
WASHINGTON, D. C., Aug. 27.—(Special.)—What the railroads owe the government has been mounting steadily during the last few months until today it stands at not far from \$700,000,000. This railroad mortgage, which must be paid promptly if the public is not to be the loser, is a growing factor in shaping legislation and is certain to be considered in any plans congress may adopt to put the carriers on a sound and paying basis. More than half of the entire amount

is covered by obligations of nine railroads alone.
The Pennsylvania railroad owes the government \$75,324,000, representing money advanced during the period of federal control and afterwards to cover improvements and betterments and other contingencies.
New Haven Owes Big Sum.
The New Haven railroad, next in the size of its debt, owes \$75,170,000, of which more than \$40,000,000 represents betterments to the line and equipment during the period of federal control.
Next comes the Chicago, Milwaukee & St. Paul, whose obligations to the government total \$60,883,000.
These three roads alone owe the government one-third of all the money tied up in its list of railroad securities, according to the treasury, their debt aggregate being more than \$210,000,000. The other six roads included in the first nine debtor carriers, in the order of their obligations, are:
New York Central, \$46,037,000; Boston & Maine, \$42,523,000; Baltimore & Ohio, \$25,406,000; Great Northern, \$21,918,000; Missouri Pacific, \$19,620,000, and Erie, \$15,451,000.
The total debt of the nine roads cited is \$385,000,000.
More than 100 carriers have obtained money from the public treasury, either in the form of cash or in expenditures for betterments, equipment or other facilities, and have given their notes or bonds in exchange. In the long list, advances to individual roads of from one to thirteen millions are the rule; advances below one million dollars the exception. Even so strong a carrier financially as the Illinois Central is represented with obligations totaling nearly 13 millions.
Interest Charge 6 Per Cent.
Interest is payable on these obligations at the rate of 6 per cent annu-

ally and in the case of \$10,000,000 of the obligations 5 per cent of the principal is to be retired every six months. Those obligations denoted equipment trust 5 per cent gold notes represent the carriers' repayment of moneys spent during federal control for motive power, cars and other equipment which is in use today and which, in ordinary railroad practice, would be funded over a period of time. The government, however, paid cash for the equipment and in turn took the roads' notes.
Up to the present time the carriers have not defaulted a penny in their interest payments, notwithstanding the falling off in income. Any considerable rate reduction, however, the carriers claim, which would affect materially and adversely net income would make more difficult the burden of meeting interest payments on this debt.
Half Billion Still Unfunded.
The debt as represented by government-held securities is in addition to about \$500,000,000 owed the government by the roads and not as yet funded. The railroad administration, under the proposed administration relief act, would make settlement with the carriers for this \$500,000,000 by accepting the carriers' securities and, through the war finance corporation, have them funded. The proceeds would be used in paying the carriers what the government owes them for rentals of their property and for other claims.
Few of the class 1 railroads—those doing a business of more than \$1,000,000 annually—are not found in the list of the government's debtors. Even Henry Ford's line, the Detroit, Toledo & Ironton, is down for \$788,000, representing improvements made to the line and equipment purchased during federal control.
Read The Oregonian classified ads.

HEFTY MAN NAMED ADONIS OF QUEENS

232-Pounder Scores Pulchritudinous Triumph in Paris.

FUTURE NOW IS VEXING

Eugene Hoffman Undetermined Whether to Enter Movies, Vaudeville or Beauty Parlor.

BY WILLIAM BIRD.
(Copyright, 1921, by The Oregonian.)
PARIS, Aug. 28.—(Special.)—The "queens of Paris," annually chosen for their beauty, have just balloted and selected as the handsomest man in France one Eugene Hoffman, who weighs 232 pounds.
This is the first time a competition in masculine beauty has been held in France. Eugene, at the moment, naturally is undecided as to whether he shall go into vaudeville or the movies. It has been suggested that he may open a gentlemen's beauty parlor. Eugene, also, is in some perplexity

as to what he shall attribute his splendid physique. He has been overwhelmed with offers from the patent medicine manufacturers and just as soon as he can make a decision he shall hear that his pulchritudinous triumph was due entirely to his lifelong use of some sort of pale pellets for pink people. At this writing the negotiations are still in progress.
Publishers Approach Adonis.
Nineteen publishers have approached the new Adonis with proposals to publish any books he may write. Some of the already suggested titles are "My Beauty Secrets," "How to Raise Eyebrows" and "How to Be Handsome Though Hefty."
Eugene won the beauty contest fairly, despite the tricky tactics of some of his closest rivals. For example, when the candidates passed before the jury of Paris queens, it seemed certain that first prize would go to the tall slim chap with blond curls. It was discovered, however, by lifting up his flowing yellow whiskers that he had a prominent adam's apple and that of course disqualified him. This discovery served to cast suspicion on all the other bearded candidates and prompt investigation showed that none of them were a necktie.
The jury of women were revolted at this and as a result a great controversy is raging in the press as to whether the bearded men should wear cravats. There long has been a theory that the fashion of wearing a beard was nothing more nor less than a cloak to cover up an effective means of beating the high cost of haberdashery.
Another comely contestant was ruled out when he admitted he was a woman.
The competition has proved such a success that the authorities have determined to make it an annual event. M. Hoffman generously has announced that in no circumstances will he be a candidate for re-election, which makes it anybody's race next year, and probably there will be a largely increased entry list.
The rules for next year have been announced somewhat as follows:
1. All males between the ages of 18 and 30 shall be eligible on presentation of a birth certificate showing age and sex.
2. Married men must present a letter from their wives permitting them to participate.
3. Jewelry, such as diamond scarfpins, pearl necklaces and earrings shall be barred, as likewise the jingling of coins in one's pockets or the ostentatious dropping of bank notes of large denomination before the eyes of the jury.
4. The jury discourages the use of perfume or the plucking of eyebrows.
One married man, anxious to get in training at the earliest possible moment, applied yesterday to his wife for a permit under rule No. 2. The woman was seized with a violent laughing fit from which she has not yet recovered. Doctors are in attendance and the husband professes complete mystification as to what could have brought on the attack of pernicious merriment.
George D. Virden Dead.
SPOKANE, Wash., Aug. 27.—George D. Virden 74, who took out the first coal in the Roslyn mines and tested it in his own blacksmith shop in the early '70s, died suddenly Thursday at Eastonville, while returning here from Mount Rainier. He is survived by his widow and four children.
Phone your want ads to The Oregonian, Main 7070, Automatic 550-95.

VETERANS TO CONVENE

AMERICANIZATION IS TO BE PRINCIPAL TOPIC AT MEET.

Ty Cobb to Be on Team of Legion That Will Play Baseball Game for Visitors.

DETROIT, Mich., Aug. 27.—Administration of the oath of allegiance to a naturalization class of 600 by Federal Judge Tuttle during a public Americanization programme at the Michigan state fair grounds will be one of the outstanding features of the national encampment of Veterans of Foreign Wars in Detroit, September 19 to 24.
The organization is placing much stress on Americanization and plans a preliminary feature a pageant in connection with its encampment parade. The pageant will review American progress from the landing of Columbus to the present day.
Officers of the organization are planning on attendance of from 20,000 to 25,000 at the national convention. To provide billets for those who cannot find hotel accommodations from 5000 to 6000 beds will be installed at the state fair grounds. The fair grounds will be the scene of the principal activities of the encampment, including a sham battle, a national athletic meet under auspices of the A. A. U., boxing contests, a baseball game, the Americanization programme and the reunions of various units of veterans of foreign war service.
Lieutenant-Colonel A. P. Wenzel of

Detroit, assistant chief engineer of the Michigan Central railroad and formerly of the 15th engineers, will be a candidate for commander-in-chief of the national organization.
One of the interesting features planned for the encampment will be a baseball game between teams representing the American Legion and Veterans of Foreign Wars. Harry Heilmann and "Ty" Cobb, swat kings of the American league, are legion members and will be asked to recruit the legion team for major league circles, if possible, and Colonel T. H. Huston, one of the owners of the New York Yankees, will take upon himself the mustering of the veterans' outfit.
Assurances have been received that Canadian war veterans in goodly numbers will cross Detroit river to fraternize with their American allies.
Record Canoe Trip Made.
BOISE, Idaho, Aug. 27.—For the first time in the history of the state a canoe trip has been made from the headwaters of the middle fork of the Boise river at Atlanta, to Boise. The men, Stanley Gordon Smith, Tom Hoskot and Arthur Mouser, heedless of the warnings of old river men, paddled down in five days, a distance of 95 miles, through shallow rapids and deep water, the men narrowly escaping death three times. Smith is an expert canoeer, having paddled many miles in Canada and Alaska.
Cane Syrup Price Is Out.
NEW ORLEANS, La., Aug. 27.—Penick & Ford, Ltd., one of the largest manufacturers of cane syrup in this country, Friday announced a 50 per cent reduction in the selling price of its syrup.
Read The Oregonian classified ads.



Opening Fall Announcement

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PICTURES



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GLORIA SWANSON

IN ELINOR GLYN'S

The GREAT MOMENT

--NOW PLAYING--



--THE FIRST--

Gloria Swanson in "The Great Moment" is a veritable triumph in cast, story and settings. Elinor Glyn wrote the story especially for Gloria Swanson. The story itself is typical of the writings of Mrs. Glyn

It's a Paramount Picture

--NOW PLAYING--

THE SECOND
Rupert Hughes

"THE OLD NEST"

The only picture that has generally been rated with "Humoresque." "The Old Nest" is a picture for everyone who has been born.

At the House of "Always Good Pictures"

THE THIRD
Cecil B. DeMille's

"The Affairs of Anatol"

DeMille's greatest picture. Cast includes Wallace Reid, Gloria Swanson, Elliott Dexter, Bebe Daniels, Monte Blue, Wanda Hawley, Theodore Roberts, Agnes Ayres and others.

Portland's Best Ventilated Theater

THE FOURTH
John M. Stahl's

"The Child Thou Gavest Me"

This production is highly unique and different. The stars are Barbara Castleton, Lewis Stone and Richard Headrick, the phenomenal child star. (It is not a "northern" picture.)

KNOWLES AND THE PICTURE PLAYERS
have especially arranged orchestrations—you'll say "the best yet!"
SCREENLAND NEWS--- THE HOME-GROWN REEL
as usual this popular offering will keep you posted on Portland events.
Note: All "Big Four" Programmes will start at 11 A. M., 1, 3, 5, 7 and 9 P. M.
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