

GERMANY WILL FOLLOW RUSSIA'S EXAMPLE AND TAX BACHELORS

ALL ADD TWENTY-FIVE PER CENT TO THEIR REGULAR TAX—SOLDIERS HEADGEAR TO BE ALTERED—OTHER GOSSIP FROM THE FATHERLAND.

(By Associated Press to Coos Bay Times.)

BERLIN, Dec. 21. — The shining "korkhaube," the spiked helmet of the German soldier, will be replaced, probably by a lighter headgear without the polished surface. Several models of new helmets have been tried by various detachments of an army recently, and, though none has been found to give complete satisfaction, the test will be continued. No material changes may be expected in whatever style is chosen. There will be no polished spike at the top, and the helmet itself be polished, reflecting the rays of the sun, so as to easily betray the position of the troops. At present this disadvantage is overcome, during maneuvers, by wrapping the helmet in canvas.

Mecklenburg-Schwerin has followed the example set by Russia of the iron line, and adopted a law imposing an additional tax upon unmarried males. Unlike Russia's law, however, which taxes both men and women, the Mecklenburg law applies only to bachelors. Unmarried men over thirty will hereafter pay an addition of twenty-five per cent to their regular tax, unless they support dependents.

The kingdom of Saxony, which, for many years, has shown a disproportionate number of suicides over most other countries, comes again to the front of the German states in the statistics of 1909, for which year the kingdom's yearbook has just been issued. In that year there were, in a population of about 4,500,000, 1,521 suicides reported, of which 355 were men. The cause given in 474 cases is despondency or "general weariness of life." Suffering from disease resulted in 263 suicides. An "injured sense of honor" led 118 persons to make away with themselves.

The Reichstag has passed a law to revive the shipping dues on German navigable rivers, which were abolished with enthusiasm about fifty years ago. The plan originates in Prussia, and is connected with canal legislation of about ten years ago. In 1899 the Prussian government

tried unsuccessfully to induce the diet to pass a law providing for the construction of a canal to connect the Rhine with the Elbe, starting from near Düsseldorf on the Rhine, and reaching the Elbe near Magdeburg.

The agrarian interests, which predominate in Prussian legislation, took alarm at the plan, believing that such a canal would facilitate the import of foreign grain into the heart of Germany, and the bill was rejected. Several years later, however, a compromise bill providing for the building of the canal from the Rhine to a point near Hanover was passed, but the agrarians attached a provision to the measure that it should not be put into operation before tolls had been reintroduced on all the navigable streams of the Empire, intending this as a further measure for checking the shipment of imported grain into the interior.

Thereupon the Prussian government set to work to obtain the cooperation of the other German states for the passage of a law reviving navigation dues. The assistance of Bavaria and Württemberg was obtained by holding out hopes that the Main and Neckar rivers would be improved in their upper course, so that those states would have the advantage of water communication with the sea. Hamburg's consent was obtained by a trade of territory necessary for extending the city's harbor area.

In one important respect the new law fails to meet the expectations of the agrarians. In order to obtain the support of the other states for its plans, Prussia was obliged to agree to fix the tolls at a very low figure, and hence they will not prove a very strong check to foreign grain. It is freely predicted by the opponents of the plan that the rates as fixed will not yield nearly so much revenue as assumed by the government, and that they will have to be considerably increased if the promised improvement of the affluents of the Rhine is to be carried out.

Before this law takes effect it will be necessary for the government to secure an agreement with Holland and Austria, with which countries Germany has treaties guaranteeing the freedom of navigation on the two streams mentioned. As both countries are strongly opposed to bartering away their treaty rights, it is by no means certain that the law will ever be put into operation.

Don't forget the Turkish Baths PHONE 214-J.

FOREIGN TRADE GREAT

Increase of over \$200,000,000 in Commerce of United States

WASHINGTON, D. C., Dec. 22. — The foreign commerce of the United States in the year about to end will show an increase of over 200 million dollars when compared with the immediately preceding year and a larger total than in any earlier year of our commerce. Imports, while falling below those of 1910 in the earlier months, have, in the closing period of the year shown a marked increase, indicating that the total for the year will differ but little from that of 1910, which made the highest record in the history of the import trade. Exports are larger than in any earlier year, manufactures exported also make their highest record, reaching approximately 1 billion dollars in the calendar year 1911. The approximate total for the year, based upon 10 months' record already compiled, are: exports, over 2 billion dollars; imports, 1 1/4 billion dollars, of which over one-half entered free of duty.

Considering the great groups of articles, the noteworthy changes are, in the case of imports, a falling off in manufacturer's raw materials and in finished manufactures; in the case of exports, a general increase participated in by all the important groups: foodstuffs, manufactures, and manufacturer's materials. Comparing the 10 months' movement in the years named, imports of crude foodstuffs increased from 118 millions in 1910 to 145 million in 1911; while foodstuffs, partly or wholly manufactured, decreased from 169 million to 151 million; manufacturer's raw materials, from 452 million to 422 million; manufactures for further use in manufacturing increased slightly, from 237 million to 242 million dollars, and finished manufactures decreased from 310 million to 294 million dollars. Exports, on the other hand, advanced in the case of crude foodstuffs, from 70 million to 95 million dollars; foodstuffs, partly or wholly manufactured from 203 million to 247 million; manufacturer's raw materials from 437 million to 491 million; manufactures for further use in manufacturing, from 234 million to 267 million; and finished manufactures, from 447 million to 531 million dollars.

The principal imports of the full year, grouped according to magnitude of values will show: sugar, over 4 billion pounds valued at about 105 million dollars; chemicals, drugs, etc., 95 million dollars; coffee, 80 million pounds, valued at about 84 million dollars; hides and skins 80 million dollars; india rubber, 75 million; cotton manufactures and raw silk, about 65 million each; fiber manufactures, 50 million; wood and manufactures, 50 million; fruits and nuts, over 40 million; block and pin tin, 40 million; diamonds, 33 million; while copper manufactures, unmanufactured fibers, iron and steel manufactures, silk manufactures, leaf tobacco and oils will each show a total

of about 30 million dollars. Art works, furs and fur skins, and wool will aggregate about 25 million dollars each in the year's report of imports. Lower prices contributed to the fall in value in imports of sugar and india rubber, the decrease in value being far greater than in quantity. Hides and skins show a marked reduction in quantity as well as in value of imports. Tin imports are about the same in quantity but much greater in value, due to higher prices.

Cotton is still the leading article of export, its total for the year, over a half billion dollars, exceeding the combined value of two great classes next in rank, iron and steel manufactures, about 250 million, and meat and dairy products, 167 million. The exports of cotton in 10 months aggregated 2 3/4 billion pounds, valued at 371 million dollars, the largest value in the history of American commerce and but little less in quantity than the high record total of 3,052 million in the 10 months of 1911—206 million dollars, against 164 million last year. Substantial increases also occur in the other leading articles, and the complete year will probably record a total export of over 125 million dollars of breadstuffs, over 100 million of mineral oil, nearly 100 million of copper, 40 million of cotton manufactures, 35 million of agricultural implements, about 35 million of cars and carriages, and 25 million of chemicals and medicines.

Considered by countries, large increases occur in the exports to Canada, Germany, Netherlands, Japan, the United Kingdom, Australia, and Belgium, and lesser increases in those of South America, Cuba, China and many other countries. While imports as a whole decreased, there were increases in those from Japan, India, Egypt, and other countries of Africa.

SANTA UNDERSTOOD.

When Santa got into the room He found the mantel bare. And he was pretty sure last year A stocking dangled there.

He looked about him anxiously. And saw upon a shelf A big toy doll house deep in dust (A house he'd brought himself.)

Beside it lay a little doll, With dusty dress and hood, His small gray eyes filled up with tears, For Santa understood.

He put the toys back in his bag, And then said, with a sigh, "I wish the little angels hung Their stockings in the sky." —Judge's Library.

The California labor associations that offered rewards for information that would result in the detection and conviction of the perpetrators of the Los Angeles outrage to the mark manfully. They announce that they will pay the rewards to Detective William J. Burns. They should have a white mark set to their score.

ENGLAND IS WIDE AWAKE TO ADVANTAGES OF PANAMA CANAL

BRITISH SHIPPING INTERESTS

SPECULATE ON EFFECT IT WILL HAVE ON TRADE — NEW TYPE OF SHIP—NEW SYSTEM OF ROAD MAKING.

(By Associated Press to Coos Bay Times.)

LONDON, England, Dec. 21. — Interest in the Panama Canal continues to grow on this side of the water, and its possible effect on shipping has already, in a measure, passed the speculative stage.

This is indicated by the number of orders placed by the big transportation companies for new steamships. These orders exceed the usual quota and it is believed that they anticipate participation in the increase of ocean transportation which is expected to follow the opening of the new route.

The latest company to order new ships is the Holland-America line, which has ordered two big cargo vessels from an English shipyard. The rumor that a German firm, backed by the Emperor, is planning to build a rival canal through Nicaragua, has caused some comment in the English press, but no one can be found to stand sponsor for the story.

So successful has the experimental "iron" road proved that London hopes to save one million dollars annually by the extension of the system. The "iron" road, so called because the process of making and the materials used, render its surface practically impervious, extends for a distance of three and one-half miles.

In 1906-07, before any portion of the iron road was laid, 14,189 tons of grit and refuse was removed from the public ways. The quantity removed in 1910-1911 was 9,038 tons, and there was a saving on the cartage and disposal of the sweepings of \$5,000. Composed chiefly of the structure of the road, each ton so displaced had to be replaced by new material at a cost moderately estimated at \$2,500 a year. At this rate it is calculated that the saving in scavenging on roads made on the Fulham plan would amount to not less than one million dollars a year.

The saving is figured not alone in money, but in lives, for the death statistics show a remarkable decline in the district of the "iron" road. In diphtheria, a disease largely attributed by medical authorities to the dust nuisance, the decline is especially striking. From the standpoint of vehicle users the road promises to be popular, for it wears tires less rapidly, tractive effort is reduced and

paint work is made more durable.

The American Society of Automobile Engineers, making a tour of Europe, left for France after spending several weeks inspecting the methods and plants of English motor car makers.

The delegates were the guests here of the Institute of Automobile Engineers. The Americans arrived just in time for the opening of the motor show at Olympia and they were given a splendid opportunity of comparing the various English and foreign cars.

As a result of the visit and the show the talk of the invasion of American automobiles continues. Only a few American cars were on exhibition at Olympia, but these attracted much attention. English motor car builders have learned with amazement that one American factory this year will turn out almost as many cars as will be made in the whole of England. This tremendous production coupled with the standardizing of the American cars is causing genuine concern among British dealers, who must make radical changes in their methods if they hope to stem the tide of invasion. They must make a cheaper car and must turn out their present cars fully equipped.

With few exceptions the English makers supply only the chassis and engine and the bewildered buyer must choose body, tires and all the other accessories which make up the complete car.

An institution planned after Tuskegee Institute may be established in the Congo if plans being made by a number of foreign Protestant missionaries prove successful. The American, British, Swedish and Belgian missionaries working in the Congo, after many conferences, have come to the conclusion that the time has arrived for their religious activities to be supplemented by some form of industrial enterprise among the natives. At an important conference held last month on the upper Congo and attended by a large number of American missionaries, resolutions to this effect were adopted and are now being considered by the various foreign missionary societies involved. Some of the most experienced missionaries have been sent to America and Europe in connection with the plan.

The proposal to establish a modified form of the Tuskegee Institute contemplates the industrial, technical and agricultural training of the young natives, the profits to be devoted to the educational and medical needs of Congo itself.



CHRISTMAS GREETINGS



Again We Are on the Threshold of CHRISTMAS TIME

—The season of universal giving and receiving—the time for that wonderful bringer of pleasant surprises—mysterious, gracious, lovable old Santa Claus, whose very name thrills the young with gladsome anticipations and the older ones with emotions that are sacred in their recollections. But Christmas time with all its pleasures, brings its perplexities—to most people as to how much they can spend for presents and whom they intend to remember. But what to get—that's the question! A visit to this store, with its many departments, will result in a happy solution of the question. Here is without question

Coos Bay's Greatest Holiday Store

—Its magnificent stocks of bright, new merchandise affording almost limitless selections in appropriate gifts for men, women and children. The opportunity thus afforded you to do all your holiday shopping in one place will save you much time, discomfort and annoyance. It is an important fact that our prices make it possible for you to buy better presents and more of them, than can be purchased at any other store for the same money. Nothing will be left undone that will add to the comfort, satisfaction and pleasure of our customers and facilitate store service during the holiday rush. So, while it will be busiest here, there will be no confusion, discomfort or disappointment. "Prompt, courteous attention to everybody" heads the list of rules issued to our employes. You are invited to enjoy the grandeur of our holiday display whether you wish to purchase or not.

THE BIG STORE **MERCHANTANT & SON** Marshfield Oregon