

CAR SHORTAGE IN OREGON IS PAST; SURPLUS IS 2294

Salem, Or., Nov. 30.—The car shortage in Oregon is a thing of the past, according to figures compiled in the office of the public service commission here, which show a surplus of 2294 cars in this state on November 23. Of these 2160 were on the lines of the O.-W., 62 were on the Southern Pacific and 25 were on the S. P. & S. The peak of the shortage, as shown by the figures, was reached on December 1, 1919.

CAR SHORTAGE PROBLEM IS SOLVED, SAYS AITCHISON

Washington, Nov. 30.—(WASHINGTON BUREAU OF THE JOURNAL)—In a letter to F. G. Donaldson, secretary of the Willamette Valley Lumbermen's association, Commissioner Clyde B. Aitchison of the Interstate commerce commission, sets forth the effort he has made to equalize car supply among the railroads operating in the Pacific Northwest, and in view of declarations made by the executives of these roads, expresses the belief that these troubles will be permanently minimized.

Willamette valley shippers have complained that they have been the victims of unequal distribution at the Portland gateway, for despite the great number of cars which might be sent north through Astland by the Southern Pacific they would escape through Portland, without proper compensation from the northern lines.

COMMON BASIS SEEN
"I feel that by coming to a common basis of understanding as to equalization through these North Pacific gateways, a great step has been taken forward by bringing all the carriers interested to an agreement as to the rule which should be applied," says Mr. Aitchison. "What now remains is to see that the rule as to the equalization at the North Pacific junction is carried out and that there is a proper equalization as between the divisions of the Southern Pacific according to the principle laid down by Sprule. I am sure you will agree it was better to bring this question, which to my personal knowledge has been troublesome for at least 15 years, finally to rest."

ROADS GIVE RELIEF
Commissioner Aitchison in his letter recites that he asked the executives of the Southern Pacific, Milwaukee, Northern Pacific, Union Pacific, Great Northern and S. P. & S. to try to work out a plan among themselves for improvement of interchange at Portland, and representatives of these roads later reported that in a meeting at Chicago they reached the conclusion that the principle of equalizing freight car equipment between all roads should be enforced both at junctions and in handling switch cars at Oregon and Washington common points. Since that time Aitchison has been advised by J. H. Lothrop of the Portland terminal committee that the plan is working well.

300 Would Test Liquor
Cleveland, Ohio, Nov. 30.—(U. P.)—It looked like a riot until the police found that several hundred citizens were applying at the city hall for three jobs as whiskey testers.

Retired Farmer Dies At His Home Here After Eventful Life

Leonidas Renshaw, retired farmer, aged 81, died at his home, 133 East Twenty-ninth street, November 1. Renshaw was a native of Pennsylvania and emigrated to Iowa with his father's family when 15 years of age. In 1860 Renshaw married Miss Mariette A. Renshaw who died in 1866. He married Miss Angeline Alger in 1867. Retiring from farming in 1894, he lived in Indianola, Iowa, until he came to Portland, in 1905, to visit his daughter, Mrs. R. T. Duhey. Since that date he has been a resident here.

Renshaw is survived by his widow, Angeline Renshaw; five children, 21 grandchildren and three great-grandchildren. The body was interred in Riverview cemetery beside a son and daughter buried there.

MOST BEAUTIFUL NURSE FINDS SHE HAS 2 HUSBANDS

By Earl L. Shaub
Universal Service Staff Correspondent.

Milwaukee, Nov. 30.—For the second time in her tumultuous life the bliss of marriage has been shattered for Nedejda Troubetzkoy, Russian princess who was said to have been the most beautiful Red Cross nurse in Europe during the war. Her second wedding was to Captain Wallace S. Schutz of Milwaukee, in Washington last April. Today Schutz asked for a divorce decree. His wife's first husband, whom they both thought dead, has been found to be living in New York. The wedding in Washington last April was one of splendor and a social event of the season. The couple was elaborately entertained in New York and on

coming to Milwaukee they were wined and dined by the society set of this city. Schutz is a prominent clubman and engineer.

The princess is not here. On finding she was the wife of two men she went to Montreal, Can., to think and wait for events to take their course.

Here is the version she once gave of her life story: "My first husband was Captain Victor A. Turin, former member of the Imperial Russian Guard, whom I met in Boston in 1917. He was the handsomest man I ever saw. After the wedding we went to France and he fought in the French army. Then came the report that he was dead.

"I went back to Russia and was captured twice by the Bolsheviks after the revolution, but finally made my way to Japan and then to America. I took up hospital work in Washington. There I met Schutz and married him after a courtship of 28 days. "I was in the Imperial university at Petrograd when the war broke out in 1914. I organized a hospital train of 10 cars and was accepted by the Russian Red Cross. For two years my unit served in France near Verdun. Then I was sent back to Russia where I was wounded and spent six months in the hospital. While there the Czar pinned the first degree of the Cross of St. George on me. It was the highest honor he could bestow.

"Upon my recovery I came to the United States. America was just entering the war. "In Boston I met Turin who was inspecting artillery that was to be sent to Russia."

Such is the story told by the young Russian woman when she was married to Schutz. It was questioned at the time however, by Commissioner Boulmstrow of the Russian Red Cross in New York. He said he thought she was in America to disturb friendly relations between the United States government and the Soviet government. When informed of this statement she said: "I would treat his remarks as though they were pieces of dirt on the ground." Schutz served in France. He went over as a lieutenant and came back a captain.

BIGAMIST FINED \$750 AND FORGER GOES TO PRISON

The Dalles, Nov. 30.—Quick work was made of the Wasco county criminal docket when the grand jury made its special report Monday morning. Every defendant in the county jail awaiting grand jury action was brought before Circuit Judge Fred Wilson and arraigned.

G. O. Weather, indicted on a charge of forgery, was given an indeterminate sentence of not more than two years in the penitentiary. He negotiated a fraudulent check for \$163.73. Laverne Laddusaw pleaded guilty to a bigamy indictment and was fined \$750. Laddusaw has a wife living in Hood River and another in The Dalles.

Of the six men arrested for highway robbery on complaint of an aged Indian, residing on the Warm Springs reservation, two were indicted for simple larceny and pleaded guilty. They are Alvin Watts and J. A. Williams, who, the district attorney declares, will testify

against Fred Ward and Art Mitcham, to be tried Tuesday. Ed Ward, 15 years old, was turned over to the juvenile court, and Bert Taylor was freed by the grand jury. These six were cowboys riding through to Portland from Prineville and were accused of stopping at the Indian's home near Wapinitia and divesting him of his valuables.

Former Empress Has Two More Attacks

Doorn, Holland, Nov. 30.—(I. N. S.)—The former German empress suffered two heart attacks today and her condition is critical.

The Wiley B. Allen Co.

NOT IN TONE ALONE ARE BRUNSWICKS BEST

Critical people buy Brunswick Phonographs because of the great beauty of their tone; because every single shading, every instrument in an orchestra, every colorful effect is brought out with a clarity and beauty heretofore unknown.

Then there is the *Ultona*, the marvelous device which plays every make of record just as they were intended to be played with the same type of reproducer, and all this without change—nothing to put on or take off.

Brunswick cabinets are more beautifully designed and are made with that excess of care which has made the Brunswick name famous.

We have a Brunswick for you and will be glad to send catalogs. Write your name and address here.

Name Address

MORRISON ST. AT BROADWAY
The Wiley B. Allen Co.
MASON AND HAMLIN PIANOS
OTHER STORES: SAN FRANCISCO, OAKLAND, FRESNO, SAN DIEGO, SAN JOSE, SACRAMENTO, LOS ANGELES

Practice putting on WEED Tire Chains in the Garage

It only takes a few moments to attach them when you know how. No jack required. Study the directions, illustrated on the right.

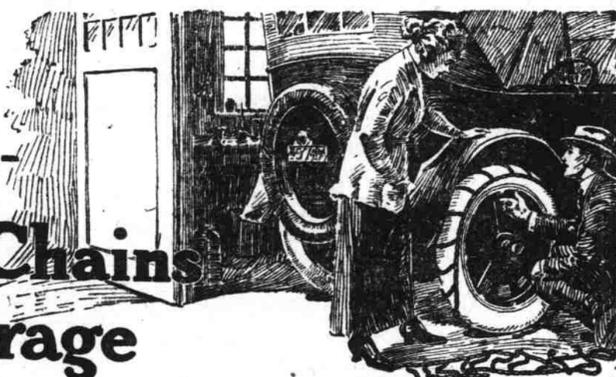
If you have never followed our instructions for attaching Weed Tire Chains, packed with every pair, you probably have fumbled around, got hot under the collar and falsely accused them of being a nuisance. Learn how easy it is to put Weed Chains on correctly—*practice in the garage* and instruct your wife, your sister or your daughter. It will repay you in security, satisfaction and comfort.

Weed Chains are also made to meet the demand for an efficient traction and anti-skid device for trucks equipped with single and dual solid tires or with the very large pneumatic tires. They are so constructed that they satisfactorily meet the requirements of heavy truck service in mud, sand or snow.

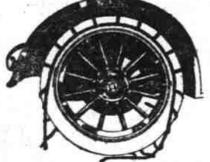
AMERICAN CHAIN COMPANY, INC.
BRIDGEPORT, CONNECTICUT

In Canada: Dominion Chain Company, Limited, Niagara Falls, Ontario
Largest Chain Manufacturers in the World
The Complete Chain Line—All Types, All Sizes, All Finishes—From Plumber's Safety Chain to Ship's Anchor Chain

GENERAL SALES OFFICE: Grand Central Terminal, New York City
DISTRICT SALES OFFICES:
Boston, Chicago, Philadelphia, Pittsburg, Portland, Ore., San Francisco



Observe these three fundamental steps



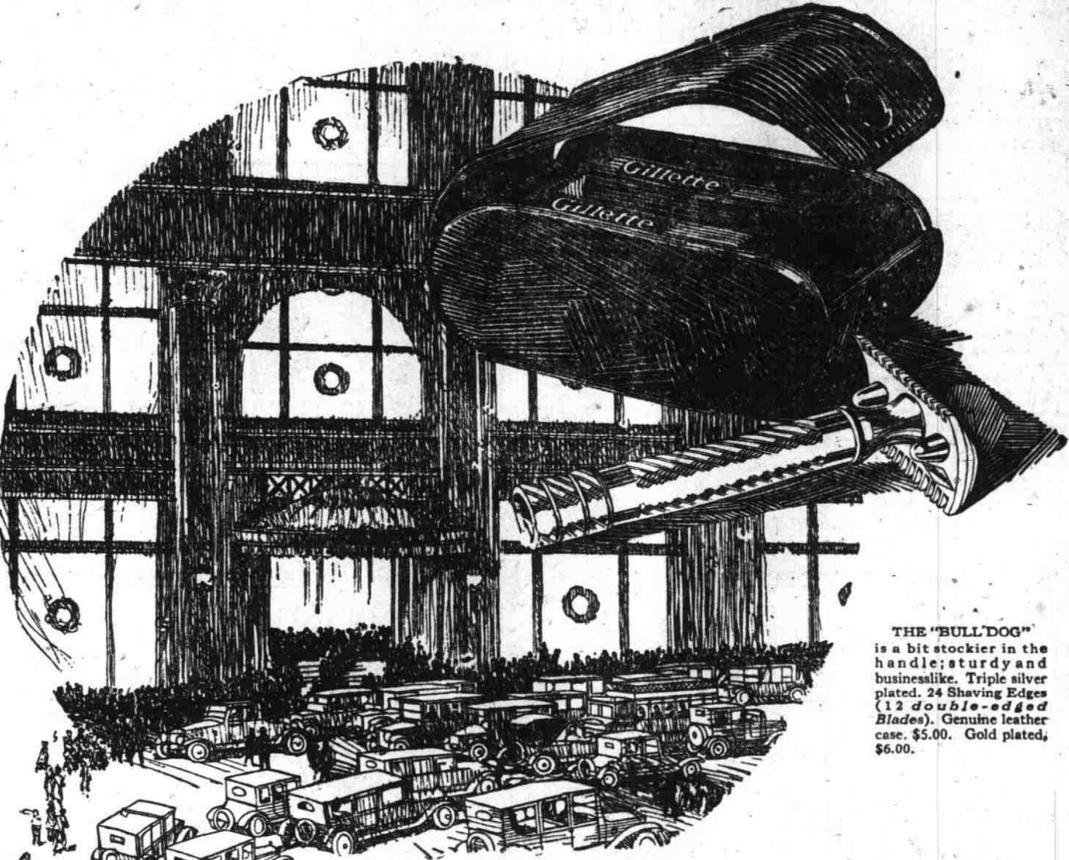
Lay chains over wheel with hooks toward rear, and tuck the slack under front part of wheel.



Start car forward just enough to run over slack ends.



Hook chains as tightly as possible by hand.
Do Not Anchor



THE "BULL DOG" is a bit stockier in the handle; sturdy and businesslike. Triple silver plated. 24 Shaving Edges (12 double-edged Blades). Genuine leather case. \$5.00. Gold plated, \$6.00.

At the Stores Now—His Christmas Gillette

There is no better time than today to go and get that new Gillette Razor for his Christmas gift.

The "Bull Dog," shown above, is only one example of twenty *different* styles in which the Gillette is made.

Choose the one style that best suits him—the salesperson will help you. There is a handsome, practical, always serviceable Gillette for every type of man.

Priced from \$5 upward, each set including 24 Shaving Edges. (12 double-edged Gillette Blades.)

As a thoughtful, inexpensive remembrance, buy him a packet or two of useful GILLETTE BLADES.

No Stopping—No Honing

Gillette

MADE IN U.S.A. *Gillette* MARK

Boston

KNOWN THE WORLD OVER

Canadian Factory: 73 St. Alexander St. Montreal, Quebec	New York Chicago San Francisco	London Paris Milan	Madrid Brussels Copenhagen	Amsterdam Geneva Buenos Aires	Sydney Shanghai Singapore	Calcutta Constantinople Port Elizabeth	Rio de Janeiro Tokyo
---	--------------------------------------	--------------------------	----------------------------------	-------------------------------------	---------------------------------	--	-------------------------