

BONDHOLDER IS A TAX DODGER, SAYS ALTEPER PERCE

Toledo, Or., July 21.—Walter M. Pierce of La Grande, Democratic candidate for governor, spoke to a large audience of Toledo people at the Chamber of Commerce rooms here last night. He chose "Tax Reduction and Economy in State Government" as his subject and stated that one of the chief causes of the French revolution was due to the fact that more than one-half of the property in France was held by the nobility and the church and paid no taxes.

In Oregon today, he said, a similar condition exists, the nobility being represented by the tax-exempt bondholder. He further stated that more than one-half of the property in Oregon today is paying no share of the cost of state government. The farmers of the state, he said, pay one-third of the tax, while the money and notes on deposit in banks pay but 2 per cent and in a value amount to a few million more than the total value of the farm property.

He said that he believed by the exercise of thrift and economy more than a million dollars can be cut from the state budget and still maintain the roads and schools at present efficiency. He stated that if the children of today were not educated and made to feel the responsibility of citizenship all might be lost; that the peaceful penetration of Japanese to the Pacific Coast must be resisted, whatever the cost may be.

He favors road improvement, but demands that value be given for money expended. He took strong grounds in favor of forest conservation. In closing he painted an eloquent picture of his firm belief in the ability of the Anglo-Saxon race to survive and rise above the many difficult problems with which civilization is confronted.

He is accompanied by George Mansfield, president of the State Farm Bureau, and they go from Toledo to Yachats, where they will attend the annual picnic of the Lincoln County Farm Bureau.

60 Aliens Granted Papers; Russians And Swedes Lead

Nearly 60 aliens were granted United States citizenship by Federal Judge Wolverton Thursday. By nationalities, they were as follows:

- Russia: Sergey L. Shatokin, Alex Alper, Abraham Timonov, Eugene Frison, Paul Sprawkin, Julius Rietav, John Jacob Degler, Tom Klotz, Fredrick Schaefer, John H. Goldstein, C. Glana, Frank M. Axman, Heinrich Burbach, John Deschner, Theodore O. Fischer.
Great Britain: Charlie North, John Mans, Peter Callan, Herbert W. C. Clark, Albert Hynes, John Law, Alexander John Brice.
Canada: Albert Sperry Kerry, John Mc. Sinclair, Walter Stratton, John J. MacDonald, Anantus McCombs, Norman McL. Stewart, William F. Ruth, Ireland: Charles Henry Johnston, Ralph S. Brown, Patrick Joseph Mac-Auley.
Germany: John Karl Neuman, Solomon Schanediing, Julius August Gena.
Italy: A. A. Franzetti, P. C. Parisi, Francesco A. Accensio.
Norway: Olaf Sunde, Charles Berg, Halmer G. Olson, Sam Thompson, Kajmer Berg, Karl Berg.
Sweden: John Rosen, Carl Axel Beckman, Gustaf Hagberg, Quick, Fredrikson, Lars Larson, L. E. Swan, Yngve Nordfor, Carl S. Lundgren, Gustaf E. Anderson.
Denmark: Peter H. Nilsson.
Roumania: Julius Barell.
Armenia: John Dingiroglou.
Syria: Sam D. Gassinger.
Austria: Ernestine E. Gassinger.
Belgium: Peter DePaepse.
Galicia: Louis Joseph Stremlich.
Poland: Gustaf Neuman.

Admiral Potter, Paymaster, Writer, Stops in Portland

Rear Admiral David Potter, paymaster of the navy and principal speaker before the Progressive Business Men's club at its noon luncheon Thursday at the Benson hotel.

The admiral's writing was done in 1908 and in the two years following. "I was wilder then," he explained, "and I wrote such books of adventure as 'Fasten a Bracelet,' 'An Accidental Honeymoon,' 'The Streak,' 'The Lady of the Spur,' 'The Eleventh Hour' and 'Diana of Star Hollow.'"

Scrapping of American battleships under the provisions of the four-power treaty has not yet been begun, said Admiral Potter, inasmuch as congress has not taken action to make the treaty a law, but the administration has everything ready when the action is taken. Admiral Potter was here in the course of a Western trip of inspection.

Bridge Committee Selects Location For New Causeway

A bridge across the Willamette river with an extension of Beaman street as the location for the east approach, and the west approach on Kelly street, will be the recommendation of the location committee of the organization of community and improvement clubs carrying on the bridge on Kelly street.

The sub-committee will recommend that the bridge have a width of 64 feet, giving space for four lanes of traffic. It estimates that the length of the bridge would be 3835 feet.

This sub-committee held a meeting Thursday night at the city hall to formulate its decisions, which will be submitted to the general organization at a meeting to be called soon.

HEADS ALSEA SCHOOLS

Eugene, July 21.—L. Lee Williams, here attending the University of Oregon summer school, who taught last year at Prarie City, Grant county, next year will be superintendent of the combined grade and high school at Alsea, Benton county.

WASH CATERPILLARS OFF

Vancouver, Wash., July 21.—An experiment in washing the caterpillars from the trees in Blather Short park with a fire engine Thursday night proved successful but the fire truck broke down and the work was postponed. The caterpillars were brought down in large quantities.

How is the Road?

Oregon state highway commission's weekly report on condition of Oregon state highways, July 19, 1922.

PORTLAND-OREGON CITY.—Willamette river bridge at Oregon City closed for construction. Traffic from Portland to Oregon City and points south should take east side route via Milwaukie or 82nd street, both of which are paved through Oregon City. Traffic from West Linn should take west side route, which is paved through Astoria and gravelled from there to West Linn.

OREGON CITY-CANBY-SALEM.—Paved. Salem-Canby road paved. Albany-Corvallis-Junction City-Eugene-Albany-Albany-Corvallis. Pavement to Eugene.

EUGENE-DRUM.—Paved, with the exception of short cuts at Cotton Creek which are under construction. Detour will be provided July 25.

YACONELLA.—Paving work under way. Road is open, but traffic will be held up for short periods between road while hot stuff is being dumped, raked and rolled. Traffic is being held up to avoid interference with the contractor's paving operations.

YACONELLA-WILBUR.—Macadam 3.6 miles. Macadam 1.5 miles. Two detours are provided around construction between Wilbur and Halseburg on account of danger of falling rocks from Mt. Hood. Detour to Edenbower half mile north of Halseburg. Detour graded most of the way; first five miles are rough and require light cars. North-bound traffic must detour west from Edenbower over Mt. Hood road, which is in fair condition at Sutherlin. This northbound detour is 20.3 miles long. All detours are well marked and easy to follow. Section between Wilbur and Halseburg will not be opened after working hours on account of concrete bridge operations.

ROSEBURG-MYRLE CREEK.—Paved. Myrtle Creek-Corvallis. Construction under way. Traffic detoured via Riddle during working hours. Detour rough on south end. Canyonville-Galesville.—Good macadam. Traffic cautioned to look out for construction crews. Detour over two miles at south end. Foliole detour sign.

GALLESVILLE-CREEK.—Paved. Grave Creek-Sexton's (Smith Hill)—Construction under way. Road is in fair condition south of mountain. Traffic detoured over old road night and day. Good dirt road. Street grade about 10 per cent. Sexton's-Grants-Paved. Grants-Pass-Medford-Ashtand-Saltifornia State Line.—Paved.

WEST SIDE HIGHWAY Portland-Dartmouth.—Paved closed on account of concrete paving operations. Traffic for McMinnville and other points west of West Dayton from West Dayton to McMinnville via Dayton and Three Mile Lane. Traffic for McMinnville and other points west of Dayton via Dayton to the paved "rve," thence south via country road to Wilson Junction. This country road is rough and dusty but passable.

LAYETTE-MCMINNVILLE-YAMHILL RIVER.—Paved. Yamhill River-Emily.—New highway closed. Take old gravelled road in fair condition. Emily-Holmes Gap.—Paved except three-quarters mile near Holmes Gap, which is gravelled. Holmes Gap-Rickreall.—Gravelled and in fair condition. Rickreall-Corvallis.—Take road via Suver; gravelled to Benton county line; paved county line to Corvallis. Corvallis-Junction City-Eugene.—Paved.

COLUMBIA RIVER HIGHWAY Portland-Dartmouth.—Paved closed on account of concrete paving operations. Traffic for McMinnville and other points west of West Dayton from West Dayton to McMinnville via Dayton and Three Mile Lane. Traffic for McMinnville and other points west of Dayton via Dayton to the paved "rve," thence south via country road to Wilson Junction. This country road is rough and dusty but passable.

OLD OREGON TRAIL Pendleton-Boyan's Pass.—Excellent macadam. Madman's Pass-Hilgard.—Rough mountain road. Kamela-La Grande.—New standard grade; very rough in places. Under contract for macadamizing. Cautions driving necessary. One short detour at Hilgard. Follow detour sign.

LA GRANDE-HOT LAKE.—Pavement and macadam; good construction. Road in fair condition. Hot Lake-Union.—Open. Cross tracks just east of Hot Lake; detour marked to main highway via Bonanza. Union-Haines-Baker.—Good macadam. Detour at Pleasant overland, where detour signs. Baker-Nelson.—Fair county road. Under construction. Watch for caution and detour signs.

NELOH-HUNTINGTON.—New standard grade; under contract for macadamizing. Drive with care. Huntington-Weiser.—New grade open and in good condition. Under contract for macadamizing. Huntington-Weiser (via Olds ferry)—Fair condition. Weiser-Ontario.—Excellent macadam.

SALEM-DALLAS HIGHWAY Salem-Brunks Corner-Greenwood road.—Paved. Greenwood road-Rickreall.—Paving work under way. Road closed from 8 a. m. to 5 p. m. on Tuesday. New detour signs. Greenwood road; gravelled and in fair condition. Rickreall-Dallas.—Paved.

COAST HIGHWAY-DOOS AND CURRY COUNTIES Lakeland-North Bend.—Sandy part way but passable throughout. New detour in operation at North Bend. Bend-Bendmanfield-Corvallis.—Paved. Coquille-Bandon.—Dirt road; eroded but in fair condition. Bandon (via Seven Devils route) Mountain road in good condition. Arizona Inn-Gold Beach-Brookings.—Mountain road in good condition; grades are steep and roadbed narrow; drive carefully. Brookings-California state line.—Good gravelled road.

ROSEBURG-DOOS BAY HIGHWAY Coquille-Myrle Creek.—Paved and in good condition, grading work in progress. Myrtle Point-Oregon beach.—Rough. Highway is under contract for rucking from Pacific highway to Coquille. Public is cautioned to drive carefully around construction. Two detours are necessary, one at Camas Outlet, in good condition; other at Windy Point, in good condition but easily passable. WILLAMETTE VALLEY-FLORENCE HIGHWAY Open and passable to Blatchly by both low pass and high pass routes. Low pass is closed to Golden Gate. Earth road from Golden Gate to Blatchly good.

CORVALLIS-NEWPORT HIGHWAY Corvallis-Biodest.—Road rocky and in good condition. Biodest-Teledo.—Earth road, rough in places but passable. Macadamized and in good condition. Mableton-McMinnville.—Macadamized and in good condition. McMinnville-Sheridan.—Paved.

SHERIDAN-SUMMIT.—Good macadam except short stretch at North Yamhill river which is rough and slow going. Summit-Delph.—Under construction; rough and slow going in places. Delph-Gebo (junction Coast highway)—Good macadam. Hebo-Tillamook.—(See Coast highway).

PORTLAND-BEAVERTON-HILLSBORO-FOSSETT-GROVE-GANESSE-TAMMILL-CARLETON-St. Joseph-McMinnville.—Paved throughout. MT. HOOD LOOP HIGHWAY IN CLACKAMA COUNTY See Sherman Highway in good condition. Hood River-Paradise.—Good macadam road with light traffic. Hood River-Paradise.—Good macadam road with light traffic. Hood River-Paradise.—Good macadam road with light traffic.

THE DALLES-CALIFORNIA HIGHWAY Note—See Sherman highway for alternate route to Central Oregon. The Dalles-Shaniko (by way of Maupin and Baker) road.—In fair condition. Rough and dusty between The Dalles and Maupin. Shaniko-Madras.—Best route is via Antelope and Astoria. Between Shaniko and Madras new macadam in good condition. Antelope to Madras in good condition. Madras-Bend.—Good macadam road. Trail crossing is a little rough. Bend-Alsea road.—Gravelled and gravel surface in good condition. Alsea-Bend.—Dirt road in fair condition; few rough spots. Port Klamath-Mamm's Mill.—Dirt road with light grades and in good condition. From Port Klamath to Wheeler county line is in good condition; to Beaver ranger station in fair condition; under repair. Beaver ranger station to Ochoco forest boundary, fair dirt road. Forest boundary to Mitchell under construction; some detours necessary. Follow detour sign.

CRATER LAKE HIGHWAY Road open to Crater lake from Medford on the Pacific highway and from Klamath Falls on the Dalles-California highway. A four mile detour is necessary immediately north of Medford. From Medford go north on the Pacific highway for one fourth mile beyond the city limits and turn east on what is known as the Biddle road. Follow detour sign. This detour is advisable at all hours as construction is in progress on the main highway. Another detour is necessary five miles north of Eagle Point. Take road via Derby and McLeod Bridge. SHANIKO-SITWELL HIGHWAY Passable for auto traffic but rough on account of washouts. Some repair work under way. LA GRANDE-JOSEPH HIGHWAY La Grande-Island City.—Paved. Island City-Elgin.—County road in fair condition. Elgin-Minam.—First nine miles macadam; balance in fair condition. Minam.—Macadamized with exception of eight mile stretch between Lostine and Enterprise. This strip is rough; take hill road. Road open from La Grande to Walawa lake. Enterprise-Flora.—Good macadam. BAKER-CORNUCOPIA HIGHWAY Baker-Horn.—Paved except rough spots. Eight miles graded earth road; balance very rough. Good detour to "rve" west of Horn. BAKER-UNITED HIGHWAY Baker-Bridgport.—Open; fair mountain road. Bridgport-Unity.—Good county road.

GRANTS PASS-OREGON CITY HIGHWAY Grants Pass-Kelso.—Good macadam road. From Kelso road is open to Oregon caves. Kelso-Moorehead (Oregon mountains)—Rough but dry. Monument-Crescent City.—In good condition. BEND-SISTER HIGHWAY Open and in fair condition; some detours are necessary around construction. GROOKED RIVER HIGHWAY Prineville-Bear Creek.—Dirt road in fair condition. Bear Creek-Post.—In good condition; few rough places. Post-Yacolla.—In fair condition. Paulina-Burns.—In fair condition; very rough in places. MCKENZIE HIGHWAY Eugene-Bliss River.—Open and in good condition. McKenzie Pass.—Road open but rough in places. Blatchly-Redmond.—Open and in fair condition; some detours necessary around construction. JOHN DAY RIVER HIGHWAY Arlington-Condor.—Take detour road via Rock Creek, Mikhalo and Clem; dirt road, good condition; main road under construction from Arlington to Olex. Condor-Fossil.—Macadamized and in good condition. Fossil-Butte Creek Summit.—Gravelled and in good condition. Butte Creek Summit (mouth of Service creek)—Dirt road in fair condition during dry weather; passable for light cars. Very rough. Service Creek section is under construction; best road to Spray is via Wiclock. Spray-Daysville.—Good condition. Daysville-Gebo Bridge.—In fair condition but rough. Gebo Bridge-Frairie City.—Gravelled road in good condition. Frairie City-Unity.—Mountain road; open and in fair condition. Unity-Valley.—Fair county road. Cow Valley-Brogan.—Excellent graded earth road. Brogan-Jameson.—New macadam. Jameson-Valle.—Macadamized and in good condition. OCHOCHO HIGHWAY Redmond-Prineville.—Gravelled road in good condition. Prineville-Beaver ranger station-Mitchell.—Road in fair condition; passable throughout. From Prineville to Wheeler county line is in good condition; to Beaver ranger station in fair condition; under repair. Beaver ranger station to Ochoco forest boundary, fair dirt road. Forest boundary to Mitchell under construction; some detours necessary. Follow detour sign.

OREGON-WASHINGTON HIGHWAY Pendleton-Washington state line.—Paved and open; drive slow at caution signs where maintenance work in progress. Pendleton-Pilot Rock.—Five miles good earth road; 10 miles of macadam. Pilot Rock-Vinson.—New standard grade; under contract for macadamizing. Vinson-Butter Creek-Jones Hill.—Good county road. Jones Hill-Hoppper.—Excellent earth road. Hoppper-Gilliam county line.—Dirt road, fair macadamized; all in very good condition. Gilliam county line-Hoppper Junction.—Very rough with many sharp curves; drive carefully. Hoppper Junction-Union.—Good earth road. ASHLAND-KLAMATH FALLS HIGHWAY Oregon Springs route open. Road in fair condition. Some construction work going on watch for barricades and red lights. OREGON-WASHINGTON HIGHWAY Pendleton-Washington state line.—Paved and open; drive slow at caution signs where maintenance work in progress. Pendleton-Pilot Rock.—Five miles good earth road; 10 miles of macadam. Pilot Rock-Vinson.—New standard grade; under contract for macadamizing. Vinson-Butter Creek-Jones Hill.—Good county road. Jones Hill-Hoppper.—Excellent earth road. Hoppper-Gilliam county line.—Dirt road, fair macadamized; all in very good condition. Gilliam county line-Hoppper Junction.—Very rough with many sharp curves; drive carefully. Hoppper Junction-Union.—Good earth road.

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CENTRAL OREGON HIGHWAY Bend-Burns.—Good dirt road. Burns-Grande.—Macadamized and in good condition. Grande-Val.—Open but very rough. Carry water and plenty of gasoline. Road via Westfall in better condition than south route via Elsie Springs. Vale-Ontario.—County road; fair condition. Ontario-Cairo.—One mile macadam, remainder dirt. Cairo-Nyssa.—Macadamized; good condition. SHERMAN HIGHWAY Columbia river highway-Shaniko (via Fulton canyon)—Road open and in good condition. New macadam from Wasco to Moor. On road construction between Moor and Grand Valley detour west from Moor. Detour well signed. Road also open to Wasco via Elsie Springs. Shaniko-Antelope.—In good condition. Antelope-Madras.—In good condition via Gateway. JOHN DAY RIVER HIGHWAY Arlington-Condor.—Take detour road via Rock Creek, Mikhalo and Clem; dirt road, good condition; main road under construction from Arlington to Olex. Condor-Fossil.—Macadamized and in good condition. Fossil-Butte Creek Summit.—Gravelled and in good condition. Butte Creek Summit (mouth of Service creek)—Dirt road in fair condition during dry weather; passable for light cars. Very rough. Service Creek section is under construction; best road to Spray is via Wiclock. Spray-Daysville.—Good condition. Daysville-Gebo Bridge.—In fair condition but rough. Gebo Bridge-Frairie City.—Gravelled road in good condition. Frairie City-Unity.—Mountain road; open and in fair condition. Unity-Valley.—Fair county road. Cow Valley-Brogan.—Excellent graded earth road. Brogan-Jameson.—New macadam. Jameson-Valle.—Macadamized and in good condition.

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Services Are Held At Forest Grove For N. B. LaCourse

Forest Grove, July 21.—Funeral services for Nelson B. LaCourse were held at the local chapel Thursday afternoon. The services were conducted by Rev. O. P. Burris, Christian church minister, with burial in the old Taylor cemetery, one mile west of town. Mr. LaCourse was born July 10, 1850, at Stansted, Conn., and at the age of 16 went to Lawrence, Mass., where he worked at the cobbler's trade for several years. Later he went to Cheyenne Agency, Wyo., and in 1876 moved to Goldendale,

Man Injured in Forest Fire Zone Dies in Hospital

Loosing an almost hopeless fight for life, Joseph M. Holcomb of No. 1821 Oatman street died Thursday at St. Vincent's hospital just as surgeons were attempting the most heroic measures to save him. Holcomb was struck down by a falling snag in the burning woods at the Rock creek forest fire in the Coast range timber. His skull was fractured and his fellow fire-fighters carried him six miles over the mountains. Holcomb is survived by his widow and 2-year-old baby. He had been working on the fire lines for only a few days. Funeral services are being arranged by the Chambers undertaking establishment, No. 248 Killingsworth avenue.

Highway Lifted By Nevada Storm

Reno, July 21.—Ralston valley, between Tonopah and McKinley, was swept by a cloudburst yesterday which carried away 10 miles of state highway, closing the road to Ely and the Midland trail, and marooning a fleet of automobiles caught between washouts. The two-hour storm, which came in the late afternoon, discharged much of its force over Ralston valley, west of Tonopah, which at midnight carried three mountain torrents, each at least 100 feet wide and 10 to 15 feet deep.

July 4 Torpedoes Wreck Nerves of World War Veteran

Seattle, July 21.—(U. P.)—His nerves wrecked from a torpedo bombardment by rowdies on the Fourth of July, William Bailey, Seattle World War veteran, is in a serious condition at Cushman Soldiers' hospital, it was learned today. Bailey, according to his mother, Mrs. Clara E. Bailey, had practically recovered from shell shock received in France. On the Fourth he was allowed to leave the hospital and come to Seattle. After attending a smoker at the Arena he walked down the street when a gang of boys began to explode torpedoes under his feet. Bailey began to stagger and when more torpedoes were fired he fell unconscious on the street.

Bank Depositors Demand Removal of Bank Supervisor

Seattle, July 21.—(U. P.)—Immediate removal of John F. Duke, state supervisor of banking, and Assistant Supervisor R. A. Langley, is demanded in a resolution sent to Gov. Louis F. Hart today by the Depositors' Protective association. This was one of several resolutions unanimously adopted at a meeting of 600 Scandinavian-American bank depositors here last night. The county grand jury in its detailed report did not tell you all I think it knows about the results of their investigation of the defunct City Allen.



My Special Offering Men's and Young Men's Suits Including Tweeds Alterations Free With a limited number priced at \$19.50, in sizes 34 to 38 only—You're lucky if you can wear a small size.

JIMMY DUNN UPSTAIRS - Broadway at Alder Cat-by Corner from Pantases

UNION PACIFIC SYSTEM SHOPMEN WANTED

FOR RAILROAD SERVICE AND AT WAGES AS FOLLOWS: Machinists 70 cents per hour Boilermakers 71 cents per hour Blacksmiths 70 cents per hour Sheet metal and other workers in this line 70 cents per hour Freight car repairers 63 cents per hour Car inspectors 63 cents per hour Stationary Engineers 57 cents per hour Stationary Firemen 47 cents per hour Helpers, all crafts 47 cents per hour Engine-house laborers 38 cents per hour

These men are wanted to take the place of men who are striking against the decision of the United States Railroad Labor Board, and their status and the FULL PROTECTION GUARANTEED are explained by Mr. Ben W. Hooper, Chairman, in his statement of July 1:

"In the past a man who took up the work of another man who was on strike against wages and working conditions was termed a 'scab' or a 'strikebreaker'—terms to which much opprobrium was attached. In the present situation created by the strike of shopcraft workers, men who assume the work of the strikers cannot justly be reproached with such epithets.

"This is not a customary strike in which the employer tries to impose upon the employe unjust wages and unreasonable working rules. In this case the conflict is not between the employer and the oppressed employe. The people of this country, through an act of congress, signed by President Wilson, established a tribunal to decide such disputes over wages and working conditions, which was submitted to it in a proper manner. It is the decision of this tribunal against which the shop crafts are striking.

"Regardless of any question of the right of the men to strike, the men who take the strikers' places are merely accepting the wages and working conditions prescribed by a government tribunal and are performing a public service. They are not accepting the wages and working conditions which an employer is trying to impose. FOR THIS REASON PUBLIC SENTIMENT AND FULL GOVERNMENT POWER WILL PROTECT THE MEN WHO REMAIN IN THEIR POSITIONS AND THE NEW MEN WHO MAY COME IN."

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