

U. S. BLUNDER HITS LINCOLN'S TAX ROLL BLOW

Washington, Aug. 27.—(WASHINGTON BUREAU OF THE JOURNAL)—Lack of expert knowledge and blundering in a government department is now found to involve serious loss of taxes to the people of Lincoln county, Or., who in a public-spirited way have bonded themselves heavily for port improvements, and are deprived of taxes on former property of the United States spruce corporation in that county.

The government railroads, mills and timber were sold some time ago into private ownership, but with a reservation of title in the government for 10 years, during the course of payments. Government-owned property is not subject to state and local taxation. This reservation of title, it is explained, was made to protect the government interest against defaults in payment.

COUNTY LEFT IN AIR
Had the contract of sale been made to pass the title to the property it would have become immediately subject to taxation. The government interest could have been equally well protected by a clause giving the United States a first lien if any trouble developed about the payments.

This situation recently was brought to the attention of Senator McNary by B. F. Jones of Newport, who said that this reservation of title amounts to denying local taxation on \$2,000,000 worth of property for 10 years. Upon discussion of the matter with Major Fickal, administrative officer of the spruce corporation in Washington, that officer gave as his opinion that the state may tax the equity of the new owners, who have paid \$50,000, are soon to pay \$150,000 more, and have built improvements said to be worth \$500,000.

TEST SUIT PLANNED

Major Fickal said that a suit is under way to test the question of taxing the purchaser's equity, and he thought that the county would derive great benefits from the improvements and operations under way as an offset to the taxes that might have been imposed.

Senator McNary points out that the purchasers do not appear to have an equity against which a lien for taxes can be enforced, since title rests in the United States. So far as he is informed, the title was not passed and a first lien taken by the government because the officials here have been accustomed to reserving title until deferred payments are made, and it "never occurred to them" to do otherwise.

Senator McNary some time ago in-

Talleyrands See the Pacific Coast



Duke and Duchess de Talleyrand, who are on a tour of the coast. They recently arrived from China, spent a few hours in Portland the other evening and are now in San Francisco. The duchess was Anna Gould, daughter of Jay Gould, and was much in the limelight at the time of her marriage to and divorce from Boni de Castellane, French nobleman, whom she gave up for De Talleyrand.

introduced a bill to reimburse Lincoln county for taxes lost on the Blodgett tract during the war, but there is little chance for its passage. That the county was to be deprived still longer of taxes through the blundering contract of sale was only recently brought to his attention.

Deer Hunter, Who Killed Man, Is Held By Coroner's Jury

Marshfield, Aug. 28.—George Hurst, age 21, of Curry county, was bound over to await the action of the grand jury on a charge of involuntary manslaughter, following a coroner's inquest over the body of Royal Ostrander, age 37, who died at Bandon as the result of a wound inflicted by Hurst when he shot Ostrander by mistake for a deer last Sunday.

They were hunting in Curry county. The Ostrander boy was taken to the Bandon hospital.

J. Ridenaur Found Dead on Coos Bay

Marshfield, Aug. 28.—John Ridenaur, an elderly man of Bandon, was found dead Sunday on the beach near the city. He had gone fishing and evidently died of heart disease. Two

Duchess and Panky Peeved Pup Loathes Baggage Car

San Francisco, Aug. 28.—(L. N. S.)—The Duke and Duchess of Talleyrand, the latter the former Miss Helen Gould, and Panky, their Pekinese pup, are peeved. Collectively because stony-hearted American trainmen caused Panky to ride the several hundred miles separating Seattle and San Francisco in a plebeian baggage car and individually because some of the three likes interviews or interviewers.

Likewise are photographers frowned upon by the duke and duchess, although Panky may be photographed if the photographer cares to disregard the dangerous epithets Panky emits in sharp Pekinese bark.

"I am a traveler. I come. I go. It

boys found the body on a rock, where he had been fishing. Ridenaur's wife and family survive.

ASKS \$5000 DAMAGES

Sulphur, burned on the top floor of Mason Ehrman company's store, caused W. J. Wolfe to become unconscious and suffer permanent injury, according to a suit filed against the company Saturday in the circuit court by Wolfe, who asks \$5000 damages. He alleges the sulphur was burned as a

is our first time here. It interests me. I hope it shall please me. The duchess must go to China. We are back."

Thus runs the extent of the duke's utterances for publication, although he was persuaded to go at greater length into Panky's disposition, habits and food. It seems that ocean voyages are not altogether to Panky's liking—witness the loss of four ounces in weight from China to Canada. Then Panky has a habit of bolting food, which necessitates the fine chopping of his daily steak.

Pleurette, blue-blooded cow, is sadly wending her way back to the Edgemoor herd. The duke likes milk warm—but a private cow—no! no! How ridiculous.

luminant while he was at work there as a night watchman. He claims he suffered permanent injury to his ears, causing deafness.

WIFE SUES STADIG

Vancouver, Wash., Aug. 28.—Ruth Stadig filed suit for divorce from Otto M. Stadig Saturday, alleging he abandoned her April 18, 1921. She asks the custody of two minor children.

FORD'S THREAT TO CLOSE, BLOW AT WALL STREET

By Robert J. Bender
United Press Staff Correspondent

Washington, Aug. 28.—Henry Ford, through announcement that his plant will close September 14 because of coal shortage and deliveries of Ford material will not be accepted after that date until further notice, has injected an entirely new and highly significant element into the industrial situation, growing out of the mine and rail strikes.

Briefly the situation now embodies three tremendous forces:

1—The so-called "big money" or "Wall street interests," admittedly out for a finish fight in the coal and rail industries to beat union labor.

2—The organized labor movement, accepting the challenge to fight to preserve their unions.

3—The great Ford interests, which with all of their ramifications, constitute the most powerful independent financial and labor force in the country, declaring that business cannot go on with the other two forces fighting as they are.

STOCKS STILL BOYANT

The significance of Ford's move, particularly in view of the fact that Ford is an out-and-out enemy of the so-called "money barons" of the East and at the same time his business has no recognition of labor unions, is this:

Despite the two great strikes, the dismal forecast of government officials in Washington and the well established fact that coal stocks are virtually exhausted and that transportation is generally only about fifty per cent normal, the stock market and other business barometers indicate continued buoyancy. Steel companies, led by the United States Steel corporation, have increased wages, hailed as a forerunner of boom days. Statements by financial leaders have persistently reflected optimism, with the result that the stock market has been a "good times" market.

In this situation Henry Ford comes along with the announcement that he is going to close his plant. Because of the ramifications of his interests, he will thus stop the wages or at least curtail production of a good half a million men, over 105,000 of whom are employed in Detroit or assembling plants throughout the country.

BLAMES MONEY BARONS

Because Ford is a household word throughout the nation, and because from 2,000,000 to 3,000,000 people are estimated to be directly or indirectly dependent upon his great industry, his action in the face of the buoyant optimism of Eastern financiers is bound to have its effect. He lays the present industrial difficulties to "the greed of the money barons," and sees in the campaign for a finish fight a conspiracy to unload the railroad systems on the government at the railroads' own price and also mulct the people through excessive coal prices.

President Coolidge of the American Federation of Labor and other labor leaders have frequently made the same charge. Ford's ultimatum on both the railroads and the operators is that they must terminate the present situation by September 14 or suffer the consequences of whatever the closing of his great industry and its effect upon industries more or less dependent upon him may be.

REACTION EXPECTED

There is no doubt that there will be a reaction to Ford's course in Washington. President Harding already has made it clear that he wishes to avert if possible the taking over of the mines, and seizure of the railroads is not yet seriously contemplated. It may be stated that Ford's viewpoint on the situation has also reached Harding from many quarters. As stated in these dispatches the legislation contemplated to empower the president to seize the anthracite and railroads in case of a crisis dictates, was sanctioned by him primarily as a preparedness measure because congress is on the verge of quitting and he lacked these emergency powers.

In the second place congress was showing signs of a panic and the demand for seizure needed control.

But within the last few days the congressional panic has taken a turn the other way. The political and economic consequences of the government's seizing the anthracite mines or rails or both have been such as to give pause to the legislators.

Ford's blast, certain to catch the ear of the people generally, will make for further care by the house and senate in the matter of precipitous action on any seizure legislation.

Campers Asked to Be Careful With Mountain Fires

Extreme care should be taken with fires by campers in the mountains, even though it has rained, according to Adam Wright, supervisor of the Columbia national forest, for a few days of sunshine will make the timber dry enough to burn rapidly again.

"Campers have become careless since the rain," said Wright. "Friday coming through the Columbia forest, I saw three or four campfires burning in heavy timber. Campers were awfully good before the rain. We only got 12 campfires all summer, but now they are leaving them everywhere. Buckle-berry pickers are chiefly responsible." Wright has just returned from Spirit lake at Mount St. Helens, where the average number of campers, exclusive of the Y. M. C. A. boys' camp, was 50 a day. The new trail from St. Helens, over the Lewis river country is now complete, making it possible to go from Spirit lake to Quake via Crater Hills and Twin Buttes by a beautiful trail, only 1200 feet of which is more than a 15 per cent grade.

Commission to Give Road Jobs Tuesday

Salem, Aug. 28.—The state highway commission, in regular monthly session at Portland, Tuesday, will award contracts on approximately \$400,000 worth of road improvement work. The sale of \$1,500,000 worth of highway bonds will be undertaken at this meeting.

As Japan produces but little more than half the sugar it consumes, it is fostering the cultivation of sugar beets in Manchuria.

Francis S. Peabody, Multi-Millionaire, Dies While Hunting

Chicago, Aug. 28.—Francis S. Peabody, president of the Peabody Coal company and prominent Democratic leader, died of apoplexy. Death came to the multi-millionaire, while he was at his hunting preserve near Hinsdale.

Peabody, with about twenty friends, went to his hunting lodge last night expecting to spend the day in the field with his hounds and horses. During the hunt Mr. Peabody became separated from his friends. They returned to the lodge, and when he failed to come in a search was started. The body was found in a bit of timber, over a mile from the lodge. He had been stricken while riding. His horse, was grazing nearby. It was first believed he had been killed by a fall from the horse, but a physician pronounced death due to apoplexy.

DECLARE JORDAN DROVE DEATH CAR

Salem, Aug. 28.—Lloyd G. Jordan of Portland was at the wheel of the automobile in which Mrs. Beatrice E. Townsend and her mother, Mrs. L. L. Smith, were killed Friday, at the time the car left the Pacific highway, near Eugene, according to R. H. Beck and C. D. Grout, who were in Salem Saturday. Jordan had previously claimed that Mrs. Townsend was driving when the fatal accident occurred.

Beck and Grout said that they saw the accident, which happened when the Jordan machine attempted to pass another car.

According to Grout and Beck, the Jordan machine was traveling at a

very high rate of speed and in turning out struck the gravel at the side of the road and turned over three times. Mrs. Townsend, formerly lived in Salem. The bodies of the two women will be brought to Salem for burial.

Only 72 Out of 248 Teachers Pass Test

Spokane, Wash., Aug. 28.—Out of a total of 248 teachers who took the state teachers' examination here last month, only 72, or 29 per cent, with receive certificates, according to the returns of the examination received by F. Y. Yeager, county superintendent of schools. "The number of failures is greater than it has ever been before," said Yeager. "I believe that close grading is responsible. Miss Olive Hoffmann, superintendent of Adams county, writes that two-thirds of the people in her county failed the examination, so the large number of failures must be general in all parts of the state."

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