

The Oregon Statesman

WEATHER.
Tuesday rain. Moderate south-
east shifting to southwest gale.

SEVENTIETH YEAR

SALEM, OREGON, TUESDAY MORNING, NOVEMBER 16, 1920

The Statesman receives the leased
wire report of the Associated
Press, the greatest and most re-
liable press association in the
world.

PRICE: FIVE CENTS

HARDING IS ROUTED BY GULF WINDS

Storm Besieged Vacation Cottage is Abandoned by Party of President-elect for City Quietness

TRIP MADE BY AUTO OVER RISKY TRAIL

Important Conferences Are Planned During His Stay in Brownsville

BROWNSVILLE, Tex., Nov. 15.—President-elect Harding personally abandoned his storm-besieged vacation cottage at Point Isabel today and found refuge in Brownsville from the north that has broken up his outing on the gulf coast.

Trip is Made by Auto.

He made the trip by automobile, traveling in luck and covering the 20 muddy miles across the desolate prairie in a little less than two hours. The dirt trail over which he came, pronounced impassable yesterday, had improved overnight and except for a few detours and much harmless kidding the journey was without incident.

The motor road was chosen by the president-elect despite the fact that the narrow gauge special train on which he made an unsuccessful attempt to escape last night from the marooned point, had been held in readiness for a renewed attempt today. The rescue party of automobiles spent much of the forenoon picking a practicable way to Point Isabel and Mr. Harding quickly accepted their offer to bring him in.

Stinging Gale Rages.

Just before the departure the storm broke through the clouds and smothered Point Isabel for the first time in nearly a week, but the stinging gale showed no signs of abatement and the president-elect's look to sea revealed his cherished fishing grounds in Laguna Madre as an abounding field of white caps.

From first to last, Mr. Harding's vacation at Point Isabel which began last Monday, has amounted to two fishing trips, one game of golf and many hours of hovering about the little wood fire with which he sought to keep his cottage comfortable.

Texas said the storm was the worst that locality had experienced in 20 years but the look of relief on the faces of the Harding party tonight seemed to belie any prediction that the point ever would become the country's "winter capital." Mr. and Mrs. Harding will spend the remaining two days of their visit to Texas at the Brownsville home of R. B. Cresser, whose guests they were at Point Isabel and on whose advice the trip to the gulf coast was undertaken. They will depart by special train Wednesday for New Orleans to take the ship for Panama.

Conferences Scheduled.

During his stay in Brownsville Senator Harding will devote himself largely to golf. As soon as he reached here he organized a foursome at the Brownsville Country club links, and he probably will play again tomorrow.

He will receive a number of informal calls of courtesy, however, before he departs. Governor Hobby of Texas and Senator A. B. Fall of New Mexico, being among those on his engagement list. Governor Hobby will come tomorrow on a special train to extend the hospitality and good wishes of Texas.

In some quarters here interest was aroused in the fact that Elias Torrey, who negotiated the surrender of Francisco Villa and who now is connected with the Mexican embassy in Washington, also arrived here today. He would not discuss his mission and said he had no appointment to see Mr. Harding.

John T. Simpson Killed by Automobile at Sheridan

Salem relatives were informed yesterday of the death at Sheridan, Sunday of John T. Simpson, attorney of that place, who was killed by an automobile. Mr. Simpson was a step-brother of James L. Simpson, Oregon poet, and a Salem local relative are J. T. Carney, county commissioner, Mrs. Carney, Mrs. Martin and Mrs. B. L. Heaves, who are cousins.

Mr. Simpson was walking on the street when he was run over by an automobile driven by William Brothers of Willamina. Mr. Simpson lived about an hour. He regained consciousness and before he died exonerated the driver of the automobile from blame.

STUDENTS OF ST. JOHNS COLLEGE GO ON STRIKE

INEFFICIENCY OF BOARD HELD AS CAUSE

Controversy Arises When Sophomores and Board Fail to Agree; Everybody Walks

ANNAPOLIS, Md., Nov. 15.—Acting in defiance of the board of governors and visitors and the faculty of St. Johns college, the entire student body consisting of all classes about 200 students in all—went "on strike." The school has therefore suspended operations, at least temporarily.

"Inefficiency of the board of governors of visitors of St. Johns college to satisfactorily adjust and direct the movements of this college," is the reason for the walkout, according to the following letter to Vice President John B. Ripper, signed by H. W. Hecht, "chairman publicity committee."

"In consequence of the recent and many previous unsatisfactory developments originating, according to our belief in the inefficiency of the board of governors and visitors of St. Johns college to satisfactorily adjust and direct the movements of this college, the student body of this institution takes this means to notify Dr. John B. Ripper, acting president of St. Johns college, that they will absent themselves under arrangements, such as will provide a committee consisting jointly of the presidents and secretaries of the senior, junior, sophomore and freshmen classes, have been complied with or until another and more suitable method of arbitration has been instituted."

PRISON WARDS TRY TO ESCAPE

Two Shot and Guards Badly Beaten in Fray When Four Break Cells

JEFFERSON CITY, Mo., Nov. 15.—A prison guard and a convict were shot and two other guards badly beaten as the Missouri state penitentiary tonight when four convicts made an unsuccessful attempt to fight their way to freedom.

The four escaped from their cells, by using false keys they are said to have made. They unlocked other cells in which there were more than 20 convicts. None of these attempted to leave.

Two guards whom they encountered were relieved of their revolvers and after being beaten into unconsciousness, locked in cells.

They opened fire on another guard, wounding him. A trusty went to his assistance and a general alarm was turned in.

The four men got out into the yard and attempted to release a car loaded with coal standing on a railroad track there with the intention of "coasting" down grade and smashing through the wall.

Prison officials and guards rushed to the scene and during an exchange of shots overpowered the four.

Mother Abandons Tiny Baby on Front Porch

PORTLAND, Ore., Nov. 15.—If the mother of the tiny baby which was abandoned on the front porch of a Portland home Friday night and which has since been cared for at the home of Chief of Police and Mrs. L. V. Jenkins, will see Chief Jenkins at once and assume charge of the infant she will receive \$20 a month for support of the child until the child is seven years old. Chief Jenkins made this announcement today. For the past few years he has made the offer. The chief promises the mother's name will be kept secret if she will come forward.

James Watson Dies at Home of His Daughter

James Watson, 80 years old, died at the home of Mr. and Mrs. E. F. Thillingast at the Oregon School for the deaf late last night. Mr. Watson was the father of Mr. Thillingast whose husband is superintendent of the school for the deaf.

Mr. Watson was for 20 years superintendent of the Washington school for the deaf, located at Vancouver. For the past few years he has made his home in Portland.

Funeral arrangements will be made later.

FISHERMAN DROWNED

ST. JOHNS, N. F., Nov. 15.—Two fishermen were reported drowned and four others missing in the wreck of the schooner Lou Blossoms at Dancing Cove, in a gale which is sweeping the coast. Widespread damage is reported. Several other schooner wrecks resulted with no loss of life.

A message to the minister of shipping reported the loss of the schooner Silver Queen bound from Bay Roberts, N. F., to the Portuguese market with 4000 quintals of fish.

EVIDENCE SHOWS WORK WAS FAULTY

Purtell Testifies as to Al- leged Defective Riveting on Ships for Emergency Fleet

"HULL 13" IS CITED AS EXAMPLE OF WORK

Flaws Are Covered up by Doping Bolts With Red Lead and Other Materials

NEW YORK, Nov. 15.—Alleged defective riveting on ships constructed for the emergency fleet corporation was not only called to the attention of President Wilson, but "evidence" in the form of a package of the rivets was sent to him, a witness before the Walsh committee inquiring into shipping board affairs testified today.

The witness was Thomas H. Purtell, who described himself as "an expert riveter of the old school." In 1918 he was engaged as an inspector of hulls at the plant of the Submarine Boat corporation. Some of the riveting work in this yard he described as "fierce." He said his superiors would not support him in his complaints of defective rivets—therefore he sent President Wilson "some samples" in the form of defective rivets.

He could not say if the president ever saw the "evidence," but he did know he was "fired for sending it."

"They gave me only just about enough time to get my clothes and get out of the yard," he said. Later on, he said, the president answered his complaints through his secretary. As a result he was reinstated as an inspector and given his back pay. He was sent to the Standard Shipbuilding plant.

"It was evident," the witness testified, "that my record had preceded me, for I found I was in bad favor there."

Drawings reveal flaws. He also testified that the riveting situation at the latter plant was "also something fierce." He complained to his superiors, he added, without satisfaction. He then threatened to go direct to the emergency fleet corporation headquarters at Philadelphia and was warned not to do it.

"I went to Philadelphia and was again fired," he said. He supplemented his testimony by exhibits of drawings by him showing rivets under varied conditions and by samples of rivets used in ship construction. The committee was enlightened as to the meaning of various terms used in describing faulty riveting as to how alleged poor work was covered up by "doping with red lead and other materials."

Hull 13 as an Example.

He named "hull 13," among others as an example of alleged poor riveting work. Asked if this ship still was afloat, he said he did not know. Chairman Walsh asked how it was that ships on which he alleged poor riveting was done were still afloat and the witness said he could not tell. He afterwards said that poor work might not cause a ship to break down for four or five years. He challenged the committee to go with him to any ship they might name that was built during the war in some of the yards and he would point out to them evidence of poor work.

He asserted that it should take at least one or two years to train a riveter properly, but admitted that during the war emergency ships were needed quickly and that skilled men could not be had. In his work as inspector, he added he had charge of two hulls at a time with supervision over the work of 150 to 180 men.

LAYMAN IS ATTACKED.

BATON ROUGE, La., Nov. 15.—The climax to the disturbance in the First Christian church Sunday came in the city court tonight when two women members of the congregation were declared guilty of disorderly conduct and fined \$25 and \$10 respectively.

According to evidence the trouble started when the pastor, Rev. A. Brook, directed W. H. Wright, an officer of the church, to remove the elements for communion, saying the obuse was too cold to continue the service.

The women were charged with attacking Mr. Wright as he was carrying out the directions and several blows were said by witnesses to have been struck.

The disturbance is said to be the culmination of factional differences between certain members of the church.

TUG BOAT RESCUES CREW OF FREIGHTER

63 HOURS SPENT ABOARD STORM-TOSSED SHIP

Waves Beat Over Stern of Vessel Cutting Off Food Supply—Steward is Hero

SAULT STE. MARIE, Mich., Nov. 15.—After 63 hours aboard their storm-tossed vessel, the 7600-ton steel freighter Frances J. Widlar, Captain Arthur Forbes and the 27 members of the crew reached here late today on the rescue tug Iowa and C. E. Ainsworth, none the worse for their experience, except minor bruises and exposure.

Rescue of the crew which was effected today when a yawl from the Iowa braved the heavy seas to make three trips to the Widlar, which lies in imminent danger of breaking up on Pancake shoals, near Whitefish Point.

The vessel, according to Captain Forbes, lies hard aground for practically her entire length in about 15 feet of water.

The crew, gathered in the forward cabin when the vessel grounded, suffered some hardship Friday night and until late Saturday through lack of food, the high seas preventing their going astern for supplies. They minimized their dangers upon arriving here, however, and mentioned that they had had fried chicken for breakfast today.

Alexander Stevens, Ashtabula, Ohio, steward, was their hero. It was Stevens who ventured across the buckled deck Saturday and, after narrowly escaping being washed overboard, brought forward food which he cooked on an improvised stove, using bits of furniture for fuel.

The men also showered praises upon "Tootsie," a fox terrier, whose romps aided in keeping up their spirits.

DR. H. J. TALBOTT WILL BE HONORED

SPECIAL SERVICE AT KIMBALL COLLEGE WEDNESDAY

Dr. Youngson to Give Address—Founders' Day Program Combined With Memorial

Founders' day service at Kimball School of Theology, which was to have been held October 27, last, with address by President H. J. Talbott, all of which arrangements were necessarily cancelled by Dr. Talbott's sudden death, will be observed in the Kimball assembly hall Wednesday at 3 o'clock.

The service will take the form of a memorial service for President Talbott. Music will be furnished by the Kimball chorals. Rev. E. E. Gilbert, district superintendent of Salem district will preside. Dr. Edwin Sherwood and Dr. Everett S. Hammond will speak briefly of their personal associations with President Talbott, and the principal address will be delivered by Rev. Wallace Youngson, D. D., on "The Power of a Good Life."

The service will be public.

JOAN OF ARC STRIKES REEF

Crew Transferred to City of Topeka—Atlas to Keep Ship From Beaching

SAN FRANCISCO, Nov. 15.—The steam schooner Joan of Arc from Astoria, Ore., to San Pedro, Cal., with lumber, struck West Rock on the Rogue River reef at 9:10 o'clock tonight. Within less than two hours all members of its crew had been transferred to the passenger steamer City of Topeka, which was near when the accident occurred.

Shortly before midnight the following message from the Joan of Arc's captain was received by the United States naval radio station at Yerba Buena in San Francisco bay:

"The Joan of Arc struck on Rogue River reef at 9:10 p. m. We got ship off and it is now about two miles off reef and drifting toward shore. All hands transferred to City of Topeka. Strong south wind and heavy sea running."

(Signed) "MICHAELSON."

The steamer Atlas was reported 40 miles away from the Rogue River and hurrying toward the scene to attempt to save the ship from beaching.

BENSON REPLIES TO CRITICISMS

Admiral Declares Wrong- doers Will Not Escape Hand of Justice

CHARLESTON, S. C., Nov. 15.—Replying to critics of the shipping board and emergency fleet corporation, Rear Admiral William S. Benson, chairman of the board, declared in an address tonight before the South Atlantic Ports association, that his "fellow countrymen" could depend upon it that no wrong doer connected with the board "will escape if his wrong doing is called to my attention."

"Not only have I insisted upon the closest watch upon all matters," said Mr. Benson, "but I have followed the work of the shipping board in every part of the world with the one thought in mind that we are now reaching that crucial moment which spells either the success or failure of a permanent merchant marine."

"There is no effort on our part to shirk whatever responsibility we have assumed. We have insisted that at all times the records are open to the public. Every facility is offered to those who desire information."

"It is an easy matter for anyone to pick flaws in an organization like the shipping board. We had to train 300,000 shipbuilders and in the Manning of our ships we have had to train thousands of men. Of course in an organization of this magnitude, you will find here and there evidences of wrongdoing and now and then you will uncover a sympathetic effort to defraud. It was necessary for the shipping board to employ men whose sole responsibility was the uncovering of wrong doing, and these men were charged with a heavy responsibility. The men whom we depend upon to check upon those who might do wrong bear a heavy responsibility if they failed up, but in an organization spending more than three billion dollars where, as the largest steamship operator in the world, millions of dollars are expended from day to day, it would be humanly impossible to prevent all wrong doing or to do business without suffering financial losses from time to time."

Men of vision will take into consideration the whole picture presented by shipping problems, Chairman Benson asserted, recalling the work done by the American merchant marine during the war and praising the vision of Edward N. Hurley, who, as chairman of the board after the armistice, went ahead with the shipbuilding program.

Manufacturers Slash Prices of Men's Suits

ROCHESTER, N. Y., Nov. 15.—Cuts in the wholesale prices of men's fall and winter suits, ranging from 33-1/3 to 40 per cent were announced today by 15 Rochester clothing manufacturers who are members of the National Association of Manufacturing Clothiers.

Spring lines of the same manufacturers opened today at prices 20 per cent lower than last year's prices.

The price cuts are to take effect immediately.

No statement was made by any of the manufacturers in explanation of the price decline, but factories are known to have on hand large stocks of unsold and returned winter suits. Overcoat stocks are said not to be large.

Turks Drive Armenians From Erivan to Batum

NEW YORK, Nov. 15.—Erivan, capital of the Armenian republic, has been evacuated, communications between the great railway junction of Alexandropol and Tiflis, capital of Georgia, have been cut, completely isolating Armenia from the outside world and the road from Ardahan to Ardanauch and children fleeing down the valley of the Tchokor river toward Batum, according to cable dispatches received by the headquarters of the Near East Relief today.

Reports were received that Mustafa Kemal, at the head of the Turkish nationalist forces operating against Armenia has ordered the Georgian government to evacuate Batum on the Black Sea and that the Georgian army has been mobilized to defend that port.

Sheridan Attorney is Killed by Automobile

SHERIDAN, Ore., Nov. 15.—John T. Simpson, a local attorney, is dead as a result of being struck by an automobile Sunday night. He had just left his office and passed a load of hay when a light car passed on the opposite side. The driver saw Mr. Simpson and swerved his machine into the load of hay, but Simpson jumped in front of the machine and was knocked down, sustaining internal injuries which caused his death. The driver was cleared of responsibility.

PORTLAND MAX HONORED

PORTLAND, Ore., Nov. 15.—Ansel R. Clark, formerly of Portland, has been appointed commercial agent at large for the bureau of foreign and domestic commerce of the department of commerce, according to information received here today. For several years he has been in the New York office of the bureau of foreign and domestic commerce.

LAST STRIP OF RUSSIA EVACUATED

Crimea Last Stronghold of Principles of Liberty, Truth, and Freedom is Being Abandoned

GEN. WRANGED HOLDS BACK RED TIDAL WAVE

Russian People Appeal to America to Stretch Out a Helping Hand

CONSTANTINOPLE, Nov. 15.—M. Krivochin, premier in the government of General Wrangle, talking to the American newspaper correspondents today, made an appeal for American aid for the refugees from southern Russia.

"Aid now is more than ever a matter of life and death to the tens of thousands of unfortunate and utterly destitute refugees from the most cruel tyranny the world has ever known," Krivochin said.

Army is Bled White.

"General Wrangle's army has been bled white. Although inferior in numbers, it held position after position against an overwhelming weight of the reds."

"The situation became extremely critical when General Wrangle was isolated, especially after the Polish armistice, when he supported the brunt of the red onslaughts."

We ordered Perekop to hold out, but the premature frost had proven a powerful ally to our enemy. Wrangle's positions were defended by frost bitten, wounded and exhausted soldiers; the dead were piled in heaps; the cruel artillery snatching nearly all the commanders. Despite high morale, there is a limit to human force which has now been reached.

Stronghold of Truth Falls.

"Crimea, the last strip of Russia where the principles of truth, liberty and freedom prevailed, is being evacuated. The wounded, the children, the women and the sick will be evacuated first. Although saved from the red barbarities, they are bound for an unknown destination where they will be without the means of support, in a strange country."

"The good people of the civilized world will not permit the destruction of peoples who are not responsible for the events except through their repudiation of atrocious barbarism."

"We appeal to the noble American people to stretch out a helping hand to the numberless unfortunates who lost everything and are embarking now on the cold high seas, going, God knows where. Our only hope is in the American people who surely will not be deaf to this piteous appeal and will earn the undying gratitude of the Russian people."

Armies Number 100,000

The five red armies concentrating against him, General Wrangle informed the newspaper correspondents at Sebastopol, numbered than 100,000, as provided by captured papers. 20,000 of these were cavalry divided into three groups. The cavalry unit being evacuated. The wounded, the children, the women and the sick will be evacuated first. Although saved from the red barbarities, they are bound for an unknown destination where they will be without the means of support, in a strange country."

"During the five months' struggle in the northern Tauride the five red armies were occupied with our troops, so that we played our part in the Polish victory. The western world which is menaced no less than we are by the Bolsheviks ought to take into consideration the role our army had before Warsaw."

A fire which originated through an accident destroyed the highly valuable stores of the American Red Cross at Sebastopol. A portion of the goods of the American Foreign Trade corporation and other foreign firms was saved. The American Red Cross at Constantinople is aiding the refugees, caring for the sick and wounded and furnishing clothing and supplies.

Rear Admiral McCully has sailed for Yalta on the American torpedo boat destroyer Overton. Allied officers arriving from Sebastopol assert the belief that it will be possible to hold back the flood of red forces from the hills of Feodosia until the non-combatants have been evacuated. Ten thousand of Wrangle's troops are said to have been taken off the peninsula. It is asserted that Wrangle followed them.

ALLISON GETS POSITION AT UNIVERSITY OF OREGON

James E. Allison, former head of the warrant department in the secretary of states office, has accepted a position as head bookkeeper at the University of Oregon. Mr. Allison left for Eugene yesterday.

MONTANA MAN MAY SUCCEED M'CROSKY

L. D. BLODGETT EXPECTED TO APPLY FOR CLUB POST

Visitor Addresses Members at Luncheon—State Chamber Plea Presented Yesterday

L. D. Blodgett, former secretary of the Commercial club at Lewiston, Mont., now president of the Adams Realty company at Three Forks, Mont., is expected to put in an application for election to the post of manager of the Salem Commercial club. Mr. Blodgett is here to look over the situation and was one of the speakers at the noon luncheon of the Commercial club yesterday.

T. E. McCroskey, recently resigned as manager of the club has known Mr. Blodgett for several years and declares he is "the best manager west of the Mississippi river," and that he introduced Lewiston and environs to the world. It was through the information of acquaintance in southern Oregon that Mr. Blodgett heard of the opening in Salem and decided to come here and have a look at the territory. Mr. Blodgett gave a stirring talk yesterday on the theme of harmony.

J. W. Brewer, field secretary for the State Chamber of Commerce and George Everson, also field man for the chamber, addressed the club. They presented the financial needs of the state chamber totaling a budget of \$150,000 a year for the next three years. Salem's quota is \$7440, and it is probable that the campaign for the local quota will make a simultaneous appeal with the campaign for finances for the local club.

LABOR SEEKS A MEDIATOR

Executive Council Considers a Plan to be Present- ed in Congress

WASHINGTON, Nov. 15.—The executive council of the American Federation of Labor, continued today its discussion, understood to be largely devoted to seeking methods by which differences between labor and capital may be adjusted peacefully. There was no indication of what progress was being made, however, except that it was stated officials of the executive council would continue several days. All sessions are executive.

Suggestions that the federation planned to select some widely known man to act as its intermediary with capital in future labor controversies were characterized by officials as absurd. Those who would discuss the suggestions which named Herbert Hoover, former federal food administrator as the man likely to be selected, declared the report baseless.

"Neither Mr. Hoover, nor any other man outside of the president of the United States, was in a position to render beneficial services in such a capacity, one official asserted."

It was recalled, however, that it was stated at federation headquarters last week that Mr. Hoover was accepted to confer with the executive council during its session regarding steps to increase production and improve working conditions in various industries through cooperation of labor organizations and scientists.

There were reports at federation headquarters tonight that the executive council had under consideration legislation affecting the adjustment of disputes which it would urge labor's friends in congress to push. Members of the council renewed comment.

\$20,000,000 IS SPENT ON ROADS

Report by State Highway Department Reveals Work of Biennium

The state highway department has tentative figures for its biennial report showing that for the biennium now closing more than \$20,000,000 has been spent by the department in building and improving roads in Oregon. Out of this amount \$12,110,221.31 has been spent during the last year and \$6,889,778.69 during the previous year.

Included in the total amount is about \$1,000,000 in county money spent under supervision of the state department and \$1,200,000 in federal money spent on forest and post roads.

It is stated that there are now under contract 200 miles of grading, 250 miles of rock or gravel and about 60 miles of paving.

During the biennium approximately 144 miles of highway have been improved. This includes 636 miles of grading, 295 miles of rock and gravel and 263 miles of paving. Most of the work was on Columbia River and Pacific highways.

Output of Gold is Cut By Millions

Gold Miners Are Engaged in Hand-to-Mouth Exist- ence and Nation's Gold Reserve is at a Low Ebb

DENVER, Colo., Nov. 15.—Gold miners "are engaged in a hand-to-mouth existence" and the output of gold has decreased two-thirds in five years, George E. Collins, governor of the Colorado chapter, told the American Mining congress at tonight's session, of the annual convention which opened today.

Mr. Collins said the gold output in the last five years has fallen from \$22,000,000 to \$7,000,000 a year, "and the bottom has not yet been reached."

"The nation's gold reserve," he said, "great as it is, would not begin even to meet the Victory notes and war savings stamps which mature early in 1923."

He added that the relative strength of British exchange "it seems clear, based largely on the steady stream of new gold produced from the empire."

In his annual address, President Bulkeley Wells said the congress had been active in supporting the McCadden bill for relief of gold producers. He said the organization favored a "more liberal application of the war minerals relief act; development of the standardization of mining equipment; more favorable terms for use in the mining industry; of the flotation process; of ore separation and a solution of transportation problems."

Finance Corporation Asked.

Pleading for a recommendation by the American Mining congress for re-establishment of the war finance corporation, Eugene Meyer, Jr., former general manager of that body, said the most important commodities of the country are "backed up at the ports, falling of export."

He said during his career, the war finance corporation had loaned "about \$400,000,000, of which about \$280,000,000 has been repaid."

The workings of the Kansas Industrial law were explained to the convention tonight by Frank Demont Smith of Hutchinson, Kansas, representative of Governor Henry J. Allen.

"Greed and the lust for power, aided and abetted oftentimes by downright stupidity on the part of capital have stimulated the creation of similar energies and attitudes on the part of labor," Dr. Charles A. Eaton, editor of Wealth-Lie's magazine, said in an address here tonight before the twenty-third annual convention of the American Mining congress.

Brute Force Opposed.

"To the brute force of capital we now have opposed the brute force of labor. The greed, alleged or actual, of the old time capitalist is now more than matched by the greed of organized labor. An incipient tyranny of wealth is now broken by the iron fist of public opinion. We are threatened today by a still more odious tyranny of labor. This tyranny also will be broken, for Americans, if they have an American soul, will not permit any tyranny, political or economic, to rule over them."

"We can achieve mutual understanding, confidence, respect and co-operation between employer and employe if we pay the price."

Creation of a bi-partisan board of ten men to pass upon and settle the question of taxes arising during or subsequent upon the war period of 1917 to 1919 is advocated in the report of the national tax committee of the congress, made public tonight.

Create Bi-Partisan Board.

"The excess profits tax, as is well known," said the report, "is a most complicated and difficult form of taxation. We tender our profound respect to the bureau of internal revenue, and the many able and patriotic citizens who temporarily joined its forces during the war, for the work has been done, but we are deeply impressed with the fact that the task of gathering the war revenue is far from completed."

It reported they pointed out that many public spirited men who assisted in administering the law during the war as a patriotic duty, regardless of compensation, left the revenue bureau's service as soon as the national emergency was at an end. The men who can be secured now at the compensation offered by the government, said the report, are not "of the caliber who surrounded the commissioner during the war period."

Vacant Tax Commissioners.

This and numerous changes in

OUTPUT OF GOLD IS CUT BY MILLIONS

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It reported they pointed out that many public spirited men who assisted in administering the law during the war as a patriotic duty, regardless of compensation, left the revenue bureau's service as soon as the national emergency was at an end. The men who can be secured now at the compensation offered by the government, said the report, are not "of the caliber who surrounded the commissioner during the war period."

Vacant Tax Commissioners.

This and numerous changes in

LABOR SEEKS A MEDIATOR

Executive Council Considers a Plan to be Present- ed in Congress

WASHINGTON, Nov. 15.—The executive council of the American Federation of Labor, continued today its discussion, understood to be largely devoted to seeking methods by which differences between labor and capital may be adjusted peacefully. There was no indication of what progress was being made, however, except that it was stated officials of the executive council would continue several days. All sessions are executive.

Suggestions that the federation planned to select some widely known man to act as its intermediary with capital in future labor controversies were characterized by officials as absurd. Those who would discuss the suggestions which named Herbert Hoover, former federal food administrator as the man likely to be selected, declared the report baseless.

"Neither Mr. Hoover, nor any other man outside of the president of the United States, was in a position to render beneficial services in such a capacity, one official asserted."

It was recalled, however, that it was stated at federation headquarters last week that Mr. Hoover was accepted to confer with the executive council during its session regarding steps to increase production and improve working conditions in various industries through cooperation of labor organizations and scientists.

There were reports at federation headquarters tonight that the executive council had under consideration legislation affecting the adjustment of disputes which it would urge labor's friends in congress to push. Members of the council renewed comment.

\$20,000,000 IS SPENT ON ROADS

Report by State Highway Department Reveals Work of Biennium

The state highway department has tentative figures for its biennial report showing that for the biennium now closing more than \$20,000,000 has been spent by the department in building and improving roads in Oregon. Out of this amount \$12,110,221.31 has been spent during the last year and \$6,889,778.69 during the previous year.

Included in the total amount is about \$1,000,000 in county money spent under supervision of the state department and \$1,200,000 in federal money spent on forest and post roads.

It is stated that there are now under contract 200 miles of grading, 250 miles of rock or gravel and about 60 miles of paving.

During the biennium approximately 144 miles of highway have been improved. This includes 636 miles of grading, 295 miles of rock and gravel and 263 miles of paving. Most of the work was on Columbia River and Pacific highways.