

Henry Jones, Victim and Master of 'Airplane Spin' to Face Brown

GRAPPLING MATCH SET FOR TUESDAY

Title Belt at Stake When Athletes Meet for Struggle in Armory

Ted Brown and Henry Jones will wrestle it out Tuesday night at the Salem armory. This event will be the second professional wrestling bout to be staged in Salem.

Jones has increased his popularity recently by winning some hard fought battles. Recently at Albany he defeated Robin Reed, ex-Olympic champion. Friday night at Albany he won over Maurus of Oakland, Cal., winning two falls after Maurus had thrown him once before the bout was out of its first minute.

Jones is now western welterweight champion. Ted Brown, Jones' opponent, is reported to be well versed in the style of wrestling maintained by Jones.

The western welterweight belt is at stake in Tuesday night's melee. If Brown should be able to topple over Jones and to keep Jones from repeating the trick, then Brown will take the belt back to Wisconsin with him.

Salem wrestling fans may have the opportunity of seeing the much touted airplane spin, used so effectively by Ira Derr, brought into action.

The bout is scheduled to begin promptly at 8:30 o'clock. There will be one or two fast preliminaries.

BEARCATS DEFEAT ALBANY TOSSERS

Local Squad Takes Disappointing Game on Home Floor, Score 61-4

Fans who were expecting to see a hot and close contest when Albany faced Willamette on the latter's gym floor last night were disappointed when they saw instead a one sided contest in which Willamette defeated Albany 61-4.

Robertson shot the first basket for the evening from the right wing of his field. Willamette was not in danger at any time during the game, ending the first half 23-4. The second half was scoreless for the visitors, while the Bearcats piled up 38 points.

When asked if Albany had been pointing for the game, Coach Green replied:

"We never had even an idea of pointing for the game. Any report to that effect was erroneous. Where it could have originated I don't know."

Willamette checking was improved slightly. Fasnacht was high point man of the game, being personally responsible for 17 points. When the score was up to 45-4 Coach Rathbun risked sending his regulars to the showers, and slipped in the entire second team. The remaining points were made by the substitutes, of whom Roundtree played to best advantage.

Messinger played a strong game at guard for Albany. The lineup follows:

Willamette — Albany
Fasnacht — RF — Perry
Robertson — LF — Laws
Hartley — C — Toehill
Fletcher — RG — Cox
Erickson — LG — Huston

Substitutes: Willamette; Roundtree, (6); Litchfield, (5); Baker (1); Faber and Blatchford. Albany; Messinger.

Referee: Pug Ross of Salem.

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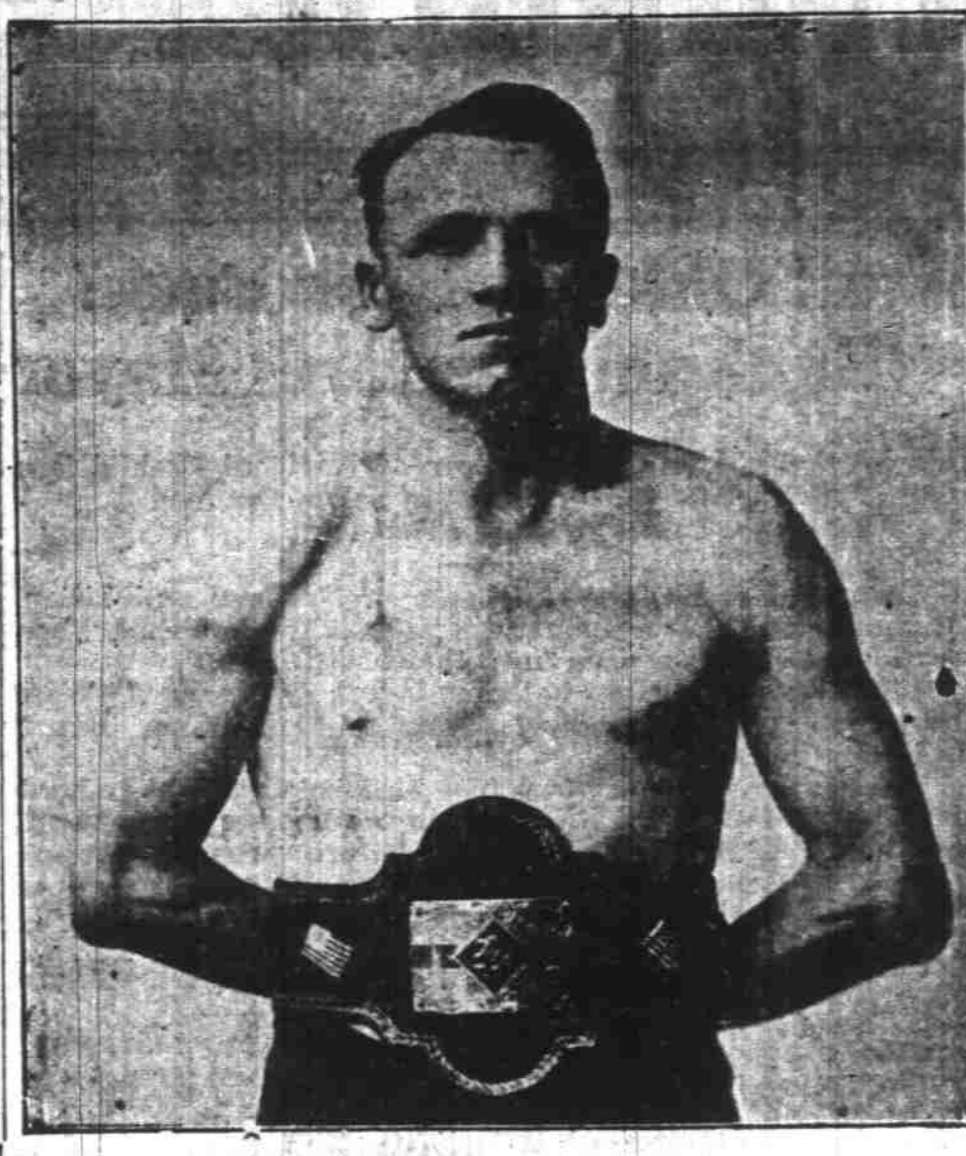
MEXICO LAND LAW BRINGS US PROTEST

Accepted international law and under pledges made by Mexico to the United States during the conference in 1923 which paved the way for American recognition of that government.

The protest is the culmination of a long series of representations which began last fall when the land and petroleum laws first were proposed by President Calles to the Mexican congress. As a result of these representations, the acts were modified in many ways, but were not stripped of the element against which American protest is made—the retroactive application to foreign interests of article 27 of the Mexican constitution of 1917. That article is designed to nationalize the natural resources of Mexico.

Before these two laws were first introduced, relations between the

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HENRY JONES

two governments already had become so severely strained over controversial acts against American property rights in Mexico that Secretary Kellogg issued a formal statement declaring the Mexican government was on trial before the world, and serving notice that the United States would continue to support that government only so long as it fulfilled its international obligations.

The Washington government would be very loath to sever diplomatic relations with Mexico, and apparently there is believed to be still a possibility that President Galles or the Mexican supreme court will intervene to carry out pledges of protection for American interests.

Mandel C. Tellez, the Mexican ambassador here, tonight predicted that a satisfactory understanding would be reached.

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"Red" at Capital, Shares Attention With Legislators



ERNEST NEVIERS

SPORTING DATE BOOK

Sporting events will be listed here when called to the attention of the sporting editor.

Basketball
Tuesday, Jan. 12—Salem HI vs. Dallas, at Dallas.
Tuesday evening, Jan. 12—Willamette university vs. Linfield college, at Salem.
Wednesday, Jan. 13—Parrish vs. Scio, at Scio.
Friday, Jan. 15—County Pioneer tournament at the Salem YMCA.

Friday, Jan. 15—Salem HI vs. Corvallis, at Corvallis.
Friday, Jan. 15—Parrish vs. T. C. C., at Parrish.
Friday, Jan. 15—County Pioneer government at YMCA.

Boxing
Tuesday evening, Jan. 26—Frankie Lewis vs. George McCormick, at Salem armory.

Wrestling
Tuesday evening, Jan. 12—Ted Brown vs. Henry Jones at Salem armory.

Gun Club
Sunday, Jan. 10—Shoot to pick tri-city team.

NEVERS IS HURT IN PLAY

JACKSONVILLE, Fla., Jan. 9.—(By Associated Press.)—Ernie Neviers, former Stanford university star, suffered a torn ligament in the back in the second period of the football game here today between his team, the Jacksonville all-Stars and the New York Giants. The Giants won, 7 to 0.

Neviers left the game in the third period as a result of the injury received when he attempted to hurdle the line in an off-tackle play. He was thrown with a thud head all over the field, and the Giants were penalized 15 yards for roughing. Neviers remained in the game until the end of the period, attempting two forward passes. Both failed and he punted out of danger.

OREGON WINS FROM CLUB

PORTLAND, Jan. 9.—(By Associated Press.)—The University of Oregon basketball team defeated the Multnomah Amateur Athletic club, 40 to 12 here tonight. The first half ended 27 to 2.

HIGHWAYS DECLARED UNIVERSAL LANGUAGE

Entire World Is United By Means of Hard-Surface Roads, Writer Says

By ROY D. CHAPIN
Vice President National Automobile Chamber of Commerce.

Less than twenty-five years ago the first automobile successfully negotiated the trip by highway from Detroit to New York City.

It took a full week to get there. A complete set of replacement parts had to be carried with the car, since service stations did not exist.

Early in the trip the tires fell into the habit of deflating at from 10 to 15-mile intervals.

Time and again the road stretched away into seemingly bottomless mud.

Frequently extra horse-power was required to extricate the vehicle from difficulty.

The direction of the road to New York was uncharted. For that matter, the road to points but 25 to 30 miles distant was unknown to a majority of those questioned as to directions.

Today the same trip is made comfortably in three days without a stop for repairs, assistance out of mud holes, or delay in seeking directions.

This year more than half a million motor vehicles left the factory under their own power for delivery by highway to all parts of the United States.

More than 110,000 motor cars carried visitors into the National parks from every state in 1925.

Ten thousand cars daily from every part of the country joined the pilgrimage to the nation's capital during the summer vacation season.

Thousands of cars are every day converging toward the sunny playgrounds of the south and west.

Uncle Sam is delivering mail each day on nearly one and a quarter million miles of these highways.

Recent surveys in Ohio indicated that passenger cars from other states varied from 9% of the traffic to 30% on through routes. At one point 60% of these foreign cars were from Pennsylvania, West Virginia, Kentucky, Indiana, Michigan and New York. The remainder represented other states from California to Maine, as well as the Dominion of Canada.

A uniform national highway policy has been very largely responsible in making possible an easy flowing, interchange of motor vehicles between different sections of the country.

County lines have been erased. States lines do not exist for the motor vehicle. The improved highway speaks a language common to all.

In point of time we have only just emerged from the "dark ages" of highway building in the United States.

In point of actual accomplishment we are centuries removed.

We have today 3,000,000 miles of highways, ranging from mere trails to the highest type of improved road.

Half a million miles have some type of surfacing.

A central system of highways

has been established—the federal 7% system of approximately 200,000 miles.

State highway systems are closely coordinated and largely coextensive therewith.

Both state and federal governments are putting every energy behind the early completion of this system. More than 60% of it is now improved to some extent.

Some 80,000 miles on the Federal aid system have been selected in cooperation with the states for uniform danger and direction sign posting. Soon the motorist starting on No. 1 highway at Portland, Me., can follow that number through Boston, New York, Philadelphia and Washington, southward to Miami—almost the entire distance on improved roads.

The enactment of the federal aid act of 1916 marked the re-entrance of Uncle Sam into highway building.

When he started to help the states in the construction of a national system of highways he insisted that they also maintain departments to centralize work on the main roads of the state.

Since then cooperative economic surveys between the U. S. Bureau of Public Roads and State Highway departments are saving road taxpayers millions annually by pointing out trends and requirements of traffic.

Research studies by the federal bureaus point the way to economies in construction.

Uniform types of construction and methods of maintenance have been largely agreed upon and accepted.

Our highway program seems to be well stabilized at approximately a billion dollars a year.

It is the largest public works job the world has ever known—and the freest from corruption.

There are, however, large problems demanding attention.

Congestion of traffic is not prevalent on the rural highways. Most frequently it occurs at the gateways to the cities. The arterial highways leading into large cities frequently pass through neighboring satellite centers. The

I. O. O. F. INSTALLS INCOMING OFFICERS

Officials of Grand Encampment Perform Ceremonies for First Time

The officers of Willamette Encampment No. 2, I. O. O. F., were installed Friday evening by the officers of the Grand Encampment of Oregon. This is the first time in the history of the Order that this has ever been done.

Every officer was present as follows:

R. G. Henderson, grand patriarch. Salem; Herbert Walker, grand high priest, Springfield; Grand Sr. Warden, Jesse L. Jones, Portland; Grand Jr. Warden, James Shaoun, Oregon City; Grand Scribe, E. E. Sharon, Portland; Grand Treasurer, Adam Knight, Canby; J. E. Maddison, district deputy grand patriarch.

The officers installed were Chief Patriarch J. G. Woodard, Wm. Bliven, high priest; Sr. warden, C. J. Taylor; Jr. warden, Emil Cramer; scribe, R. A. Bogkess; treasurer, R. W. Simeral; guide, C. O. Engstrom; first watch Jos. Pounds; second watch, P. H. Preston; third watch, W. F. Brietzke; fourth watch, James Smith Jr.; guards of the tent, Jos. Formich and Robt. McClay; inside sentinel, Grant Leeter; outer sentinel, Albert Lingren.

A short program followed.

TIDAL WAVE SWEEPS INTO MAINE HARBOR

region was affected by the phenomenon, but in Vinal Haven, an island in Penobscot bay, 25 miles southwest of here, rumbling noises were heard four or five minutes before the Bass Harbor disturbance and an hour before it these islanders felt what they thought were slight earthquake shocks. A fisherman reported seeing a ten inch ripple on the waves, although the sea was calm and he said the

FIVE DROWN IN WRECK

SEABRIGHT, N. J., Jan. 9.—Three men, a woman and a child lost their lives when the barge J. Hopper was broken up by waves on a sandbar between Highland Beach and Spermocetl Cove today, Captain Butler of the Highland Beach coast guard station said.

Most men take pride in concealing their faults and using them on the sly.

Piano Duet—Longine Brietzke and Leatha Maddison. Reading—Joseph Pounds. Ladies' Quartet—Mrs. Elsie B. Simeral, Mrs. F. Waters, Mrs. F. Waters, Mrs. Grace Taylor and Mrs. Hattie Busick.

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(Continued on page 8)

The Largest Oriental Rug Organization in America

HEADQUARTERS OF CARTOZIAN BROS., INC., PORTLAND, OREGON.
Branches in New York City, Seattle, Spokane, Tacoma, Washington, E. W. Hamadan, Sultanabad and Kashan, Persia.

Retail connections with 30 of the leading stores in the Northwest.

Exhibition and Sale at Our Store of Oriental Rugs from Cartozian Bros. Inc.

Starting Monday, January 11

IT is with pleasure that we again announce the coming to our store of a special representative of Cartozian Bros., Inc., to display for exhibition and sale a large and widely varied assortment of Oriental Rugs for the edification of our customers. It will be a delightful and interesting treat and an unusual opportunity to make selections for your home.

This collection is especially chosen to represent the highest art and skill of the Persian and Chinese rug weaver, embracing great room-size rugs and carpets, medium-size rugs and even those very small pieces so popular. In price, too, the range is from the most exclusive to those of extremely low price.

The name Cartozian Bros., Inc., from whose establishment come these rugs, is sufficient to all who are experienced in Oriental Rug buying to imply the greatest value which can be obtained for the money. That great house was the originator and it still the exclusive user of the "One Price Policy" in selling Oriental Rugs, establishing a fixed price on each rug as low as only direct importation, the control of many Persian rug weaving looms, and a large and rapid turnover can make possible. This saving is passed on to our customers.

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31x5.25	\$23.40
30x5.77	\$26.85
33x6.00	\$31.55
HIGH PRESSURES	
30x3 1/2 Clincher	\$11.30
31x4 SS	\$20.15
32x4 SS	\$21.50
33x4 1/2 SS	\$27.65

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