

# DATA ASKED ON LEVY RETURNS

## Stock and Income Taxes to Be Inquired Into by U. S. Senate

By D. HAROLD OLIVER Associated Press Writer

WASHINGTON, Sept. 10.—

(AP)—By a vote of almost two to one, the senate today adopted the Simmons resolution directing the finance committee to obtain from the treasury data from income and capital stock tax returns for use in consideration of the tariff bill.

The roll call vote, the first taken on a tariff in the senate revealed a wide split in Republican ranks on the principle of publicity involved, 21 republicans joining 30 democrats for the resolution, and 17 republicans casting their ballots against it. The tariff itself was not involved, however.

The resolution, offered by Senator Simmons of North Carolina, ranking democrat on the finance committee, and amended on the floor calls for presentation of the profits, losses, wages, officers' salaries, cost of production, and other related statistics contained in the tax returns on domestic manufacturers and importers.

Existing law already provides that such information may be obtained by the finance committee, but the Simmons proposal would produce the data on vote of this majority or minority members setting its groups, as well as the full committee.

Sponsors of the resolution asserted its object was to obtain information which would be made of the privilege thus accorded, such as broadcasting the information to the four corners of the country, but that it would be utilized only when it was deemed necessary to prove the justification of an increase or decrease in a tariff rate.

As originally framed, the resolution would have called for only the profits and losses of taxpayers whose products might benefit by the tariff changes, but Senator Simmons accepted an amendment by Senator Blaine, republican, Wisconsin, to call for additional figures, and another by Senator Couzens, republican, Michigan, providing the financial status of importers as well as domestic manufacturers be produced.

After its adoption, Chairman Smoot, who with Senator Reed, republican, Pennsylvania, were the only speakers against the resolution on the floor, moved that the tariff bill be laid aside temporarily for argument on the priority of the Smoot resolution calling for an immediate showdown in the long-pending Vane contest.

Upon settlement of precedence of this case seemed to depend the next step in the tariff proceedings. In proposing his amendment, Senator Couzens said the senate should be as much concerned about the profits of importers as it is about earnings of manufacturers. He cited examples where importers had brought in cheap foreign goods and marked up retail prices as high as 1,600 per cent, pocketing the profits and giving consumers no opportunity to buy the articles for what they were worth.

Statements of democrats raising a doubt as to the need of the committee prompted him to vote for the tax data proposal, he said. Contending it was "absolutely self-evident" that the tax statistics were relevant to the subject at hand, Senator La Follette, republican, Wisconsin, said he believed the returns would show wide discrepancies when compared with figures furnished by corporations to financial publications.

He denied the contention of Senators Smoot and Reed that the information sought already was available in business manuals, declaring the Aluminum Company of America, of which Secretary Mellon was a director before he entered the treasury department, was not among those companies providing these publications with balance sheets and income accounts.

# Senate Naval Committee Votes to Probe Charges Brought by Mr. Shearer

## WASHINGTON, Sept. 10.—

(AP)—Supported by President Hoover, the senate naval committee moved today to sift to the bottom of reports and charges that propagandists and American ship building corporations had sought to influence the trend of the unsuccessful 1927 Geneva naval limitations conference.

The decision of the committee was unanimous. At the White House subsequently, the president publicly announced that the use of propaganda to obstruct the administration's program for naval limitation was "so obviously evident" as to necessitate an inquiry into this matter.

Senator Borah, republican, Idaho, who first called attention of the senate to a statement by William B. Shearer, self-styled naval expert, that he had represented American ship builders at the Geneva flasco, took a leading part in bringing about the committee action.

Appearing as a witness, he said the activities of Shearer at Geneva in behalf of the ship builders amounted to a "criminal conspiracy against the interest of the people of the United States and the government."

Later in the day, the Idaho senator introduced a resolution to carry out the committee's decision. This is expected to be approved by the senate prior to another committee meeting called for Monday.

The resolution was prefaced by two declarations. One was that Shearer has filed suit against "certain ship building corporations" at the state at this time are the worst in many years in the opinion of Elliott.

A pumper and 1000 feet of hose were rushed to the Scotts Mills district today by the state forestry department in response to an appeal for help in combating fires in that region which were threatening farm settlements.

# FUNERAL RITES ARE HELD FOR HOSKINS

## Christian Pastor Taken Suddenly After Lifetime Of Good Health

MONMOUTH, Sept. 10.—Funeral services were held at two o'clock Sunday afternoon at the Monmouth Christian church for Rev. L. E. Hoskins, 63, who died Friday evening at his home here after an illness of about two hours. He had enjoyed a lifetime of singularly good health and was active until a few hours before his death in a grocery store which he and Mrs. Hoskins have operated in Monmouth since December, 1927.

He was born April 16, 1861, at North Eaton, Ohio, where he was reared and educated later attending Hiram college. In 1885 he was married to Miss Jane Dye at North Eaton, and they moved to Oregon in 1920, settling at Portland. He served as pastor of the Montavilla Christian church in 1921-22. Later charges were at Lebanon and Dallas, Oregon. In 1926 he retired from the ministry, and opened a store in Falls City; and nearly two years ago established the family home at Monmouth. During part of his residence time here he has filled the pulpit of the Independence Christian church.

Surviving are the widow; two sons, Elbert, principal of the George school in Portland; and Leland, of Mineral Ridge, Ohio; and five grandchildren, three of whom lived here with their grandparents. The remains were shipped to Portland by Walter L. Smith for burial in Riverview cemetery. Rev. Victor F. Morris officiated.

# MRS. PANTAGES CLAIMED DRUNK

## Loud Profanity and Reckless Driving Laid to Defendant

LOS ANGELES, Sept. 10.—

(AP)—Cyril T. Holmes, a machinist, testified at the trial of Mrs. Lois Pantages, wife of the wealthy theatre man, on second degree murder charges today that the woman drove into his automobile and he gave chase following her to the scene of the collision between her car and one driven by Juro Rokumoto, a Japanese. The state charged Mrs. Pantages was intoxicated and her driving caused Rokumoto's death.

Holmes said "on June 16, a car driven by a woman crowded into my fender when I stopped at a corner. I followed the machine onto Sunset boulevard. She was driving crazily and going 25 to 35 miles an hour. As we approached the next corner, she swerved sharply to the left side of the street and hit a small sedan car, most head on. I saw Japanese children thrown through the top of the sedan."

"Do you see the woman driver in the car room?" Deputy District Attorney James Costello asked.

"Yes," Holmes answered, "there she is." He pointed out Mrs. Pantages, who was sitting near her husband, Alexander T. Pantages, who faces trial September 23 on two slattery charges brought by Eunice Pringle, 17 year old dancer.

Costello announced Holmes' wife and two other passengers of his automobile during the ride he described would be called as witnesses.

Earlier in the day Dr. A. F. Wagner, county autopsy surgeon, testified Rokumoto died from shock and injuries he received in the collision. He denied that anaesthetic administered during a subsequent operation caused death.

William D. Taylor, a used car dealer, said he had seen Mrs. Pantages turn "on two wheels" at a corner a few blocks from the wreck. He followed her he said, but lost sight of her machine in traffic and arrived after the crash.

Walter Cullis, 18, a delivery boy, said he saw Mrs. Pantages' car strike the rear fender of a parked automobile in a wild drive down the street where Taylor took up the chase.

"She zig-zagged on down the street and almost hit a second car," Cullis said.

Max Steuer, noted New York lawyer heading the defense, engaged the prosecution in several bitter debates during the day. Superior Judge Charles S. Hardwick halted the bickering, and once reprimanded Steuer when the latter shouted at the court.

Harry J. Lederbrink, a contractor, testified he drove up behind Mrs. Pantages' car at an intersection during the drive which ended in the collision. She failed to start at the traffic signal, he said, and he stepped to the side of her automobile. She swore at him, he testified, and "was very drunk."

# T. A. T. INQUIRY TO BE PUBLIC

## Policy of Secrecy Will Be Abandoned by Board For Time Being

LOS ANGELES, Sept. 10.—

(AP)—Major Clarence M. Young, head of the department of commerce aeronautics bureau, said today that the department's policy of secrecy regarding findings of its accident board likely would be disregarded in connection with investigation of the wrecking of Mount Taylor, N. M., last week of Transcontinental Air Transport's liner City of San Francisco.

The accident board, sitting in Washington, probably would begin sifting into the matter within the next seven days, Major Young said, acting upon reports received from himself and from R. J. Hazen, aviation bureau investigator, who is rounding up facts of the disaster in New Mexico.

Previous Policy To Be Abandoned "Our policy until this time in cases where penalties are assessed, has been to notify the pilots or companies concerned of the fines or other punishment given, and to say nothing to either the newspapers or the public," Major Young said. "I can see, however, where this attitude on our part might lead to a serious lack of confidence on the part of the public in the efforts of the department of commerce to better flying conditions and to promote aviation in general."

"Naturally the people read of airplane accidents in which apparently the pilot of the plane or someone else was at fault, when they do not hear that some action has been taken to remedy the conditions and discipline the offenders, the logical conclusion might be that nothing had been done."

Edward Howard, heads accident board. The accident board of the department is comprised of Edward P. Howard, chief of the regulations division and chairman; Kenneth L. Leno, engineer; Dr. Louis H. Bauer, medical examiner; G. G. Budwig, chief of inspection, and Edward M. D. Kintz, counsel.

Hazen's findings at the crash scene and elsewhere in New Mexico, probably will be brought to Los Angeles by the investigator within the next 24 hours, Young said, and forwarded to Washington from here. Hazen's statement to the board was to include not only his own observations, but those of all available witnesses, including Lieutenant George Rice, Western Air Express pilot who discovered the wreckage.

Major Young today completed his semi-annual inspection of the Los Angeles district, and expected to leave tomorrow for San Francisco, probably as his own pilot in a commerce department plane.

# AGRICULTURAL COLLEGE MET WITH MEMBERS OF BOARD OF CONTROL AND THE FINANCE COMMITTEE OF THE STATE BOARD OF HIGHER EDUCATION

LOS ANGELES, Sept. 10.—

Reports received by their parents in Salem indicate that Curtis Reid and Kenneth McCormick had a cross-country trip that was anything but monotonous. The young men left Salem something over two weeks ago for New York city, where they enter school this fall. Reid, who is holder of a fellowship in New York university, will do graduate study in physics, and McCormick will study writing at Columbia university.

Shortly before arrival at Omaha, Reid had the misfortune to have an infection in his arm, and was forced to spend a few days in an Omaha hospital. When he left there he was unable to drive for several days. To meet an appointment in Detroit it was necessary to travel over 600 miles in about 36 hours. McCormick drove for 12 hours with two short intermissions for meals and one short nap; but the appointment was met.

To cap all this, at Omaha, most of the men's cash was stolen, and at another point someone made off with McCormick's typewriter. At Detroit the Chevrolet car which had brought them that far was sold for \$6, and the remainder of the trip was made by stage and boat. With the exception of Reid's infected arm, both travelers enjoyed good health all the way, they said, and made no complaint of dulled interest in their trip; they agreed, however, that if they had been ordering an adventurous journey they wouldn't have arranged a trip quite like the one they had.

Those here for the conference were Governor Patterson and Secretary of State Hoss representing the state board of control; F. E. Callister of Albany, E. C. Sammons and C. L. Starr of Portland, members of the finance committee of the state board of higher education; Carl Abrams, state purchasing agent; E. M. Smith, business manager of the state college; L. V. Johnson, registrar; Paul Alger, assistant registrar; Carl Oatbank, executive secretary; and Alexander McKenzie, superintendent of buildings and grounds, representing the state university.

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# SPAN FINISHED SOON

## MARSHFIELD, Ore., Sept. 10.—

(AP)—Allowing 27 days for the last concrete to be poured on the Scotsburg state highway bridge to set the bridge probably will be opened on September 30, it was said here today. The last concrete was poured September 3, and approaches are being constructed.

Complaining that the act of 1927 constituting the state board of control purchasing agent for all state departments and institutions, works a great inconvenience upon their institution, particularly in the handling of emergency purchases, representatives of the University of Oregon and the State

Referring to the government weather map of September 3, Colonel Hersey declared the chart showed plainly that storms beset the route of the ship, which went down, killing its five passengers and crew of three.

The low pressure area, he said, was extremely favorable for thunderstorms.

# 2 SCHOOLS WANT TO SPEND MONEY

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# EXPERT REPORTS ON STORM CONDITIONS

LOS ANGELES, Sept. 10.—

(AP)—Colonel H. B. Hersey, government meteorologist, commenting upon storm conditions prevalent last Tuesday when the Transcontinental Air Transport's City of San Francisco was wrecked battling a gale over Mount Taylor in New Mexico, said today that a low pressure area extended through northern Arizona, and New Mexico the day of the tragedy.

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# PATTERSON HOLDS TO FORMER STAND

Governor Patterson is not to be dissuaded from his determination to postpone the deer hunting season until a general rainfall shall have wiped out the fire hazards resulting from the long draught of the present season. His determination to adhere to this position, announced last week, was reaffirmed by the governor Tuesday following a conference with Harold Clifford, state game warden, and Ben Dorris, member of the state game commission, who attempted to persuade the governor to recede from his position or, at least, if still determined to postpone the opening of the hunting season to make the postponement to a definite date so that hunters could make their arrangements accordingly.

"Unless we have a general rain over the state I shall exercise my authority and postpone the opening of the hunting season until it does rain," the governor stated. Closing of the national forests to all comers except those whose business requires their presence therein was expected by the governor to greatly simplify the problem of state officials, since practically all of the deer in the state are found in these areas.

At an added precaution against fires in the timbered areas F. A. Elliott, state forester, today notified district wardens, field inspectors and forest supervisors to "revoke all outstanding burning permits and issue no more until further orders."

The situation in the forests of

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