

MARRIED CONGRESS IS PERPLEXED OVER ECONOMIC STATUS

By LYLE C. WILSON
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WASHINGTON, (U.P.)—Desperate measures to obtain international and domestic economic stability perplexed married congress in 1932. And in that year democrats returned to control of the house of representatives. The long session from December to July was an unprecedented peace-time battle for national survival. Politics, prohibition and the conflicting political and economic viewpoints of more than 500 legislators gave some strange turns and twists to the legislative trail.

Debt Moratorium
Congressional approval of President Hoover's one-year war debt moratorium opened the session in an atmosphere of apprehension and bitterness. Mr. Hoover laid down promptly before congress a comprehensive program of anti-depression projects. He sought and obtained a large measure of democratic cooperation in enacting this program into law.

Overshadowing all other measures in scope and importance was the Reconstruction Finance Corporation bill. It created an agency now possessing \$3,500,000,000 in potential assets including a \$500,000,000 revolving fund. To the corporation was confided the protection and rescue of all financial institutions which had not yet foundered; aid for railroads; and the distribution of \$300,000,000 for unemployment relief. An item of \$322,000,000 was marked for public construction to provide jobs. And through the Corporation the government undertook to finance self-liquidating, semi-public projects of all kinds.

Farm Credits
Agricultural aid was provided in further grants to institutions providing agricultural credit. The final project of the Hoover program was creation of a Home Loan Bank Discount System to provide new credit for owners of mortgaged homes.

Equally close to the people's purse, however, was the emergency tax bill designed to correct a deficit of more than \$1,000,000,000. Back-bench democrats and republicans repudiated democratic house leadership to defeat the general manufacturers' sales tax and the revenue bill emerged as a collection of nuisance, tariff, and income and inheritance levies. It failed to balance the budget.

A variety of so-called currency inflation projects including cash payment of the veterans' adjusted compensation was defeated in one or the other houses of congress. Both houses rejected beer and all amelioration of prohibition for revenue or any other purpose.

Senate Rejections
The senate defeated the Farm Mortgage, Federal relief loans to cities, the Costigan-LaFollette unemployment relief bill, war time income taxes, the export debenture farm relief scheme, the sales tax, and a project to reduce the war department appropriation by 10 per cent.

The house also defeated the farm mortgage bill. It approved Philippine independence, the Goldborough bill to cheapen the dollar to 1928 levels, the Garner-Rainey relief bill and full payment of the veterans' compensation.

Emergency Credit Measure
The Glass-Steagall bill extending the note issue privileges of Federal Reserve banks as an emergency credit measure became a law.

Hebron News Notes
HEBRON, Jan. 2.—(Special)—Mr. and Mrs. Frank Lablue and daughter, Shirley, and Mr. and Mrs. Alphonso Lablue and children spent Christmas at the Joe Premarrie home at Thornton Corners.

Mr. and Mrs. Walter Lucky and son Ernest of Winchester Bay are visiting at the home of Mr. Lucky's sister, Mrs. L. Gilliam.

Now Owner's Lost
MARSHFIELD, Dec. 31.—J. B. Boxerstaff, owner of a watch reported stolen 15 years ago, is being sought in Coos county. The watch was found last week in a Portland pawn shop and it is believed the same one Boxerstaff is believed to have lost. He came to Coquille recently from Portland.

CHECKS OLD-TIME EVENTS!



Current gossip of the campus doesn't bother Mozelle Hicks, Arizona State Teachers' College coed. She's too busy checking up on what prehistoric Americans were doing, for as an archaeologist she has been busy in northern Arizona researches.

HAPPENINGS OF CRESWELL

CRESWELL, Jan. 2.—(Special)—Thirty-four alumni of the Creswell high school were present at the annual New Year's eve party at the Civic club house. Games furnished entertainment. Elizabeth Sedgwick and Harriet Moore sang a number and Jeannette Spencer gave a reading. Miss Mary Townsend of Portland, a former teacher in the local high school, was a guest. Assorted cakes, jello and cake were served.

Members of the Epworth league sponsored a watch night party at the Methodist church annex Saturday evening. Games and clam chowder feed were featured. Bells rang the old year out and the new year in. Those present were Mr. and Mrs. W. O. Spencer, Mr. and Mrs. Lawrence Chestnut of Linslaw, Willoughby Howe, Alayne Spencer, Jeannette Spencer, Shirley Warner, Jean Trefren, Kathryn Treanor, Ruth Holbrook, Alma Groubeck, Vivian Ogram, Watrine Spencer, George Ross, Robert Ludington, Winters Wallace, Norman Howe, Dale Zinker, Melvin Miller, Wayne Trefren, Rollin Fishwood, Dwane Trefren, Robert Kivett, Elmer Kivett, Roy Kuhn and Robert Smith.

A group of grangers and friends enjoyed a New Year's dinner and a social afternoon at the grange hall. Those present were Mr. and Mrs. V. L. Wallace, Mr. and Mrs. V. E. Groubeck, Mr. and Mrs. F. A. Russell, Mr. and Mrs. Dave Rissue, Mr. and Mrs. C. I. Kent, Winters Wallace, Miss Alma Groubeck, Lucile Kent, Ernie Groubeck, Arthur Bahnsen, Earl Groubeck and J. P. Lane.

Mrs. William Tucker of Medford and Mr. and Mrs. William Tucker Jr. of Seattle were callers at the home of Mr. and Mrs. C. I. Kent Saturday afternoon. Mrs. Tucker accompanied her son and wife as far as Harrisburg where she would spend a few days with her sister, Mrs. Francis Kizer and family. The young folks were returning to Seattle where they are both teachers in the city schools.

A group of young folks spent New Year's eve at the apartments of Mrs. Cora Olson and watched the old year out and the new one in. A fresh oyster supper was served. Those present were Mr. and Mrs. E. A. Schwering, Mrs. Mabel Campbell and daughter Barbara, Miss Iva Campbell of Seattle, Mr. and Mrs. J. H. Clark and son Gerald, Mr. and Mrs. D. V. Clark, Mr. and Mrs. K. C. Schwering, J. P. Lane, Mr. and Mrs. Arthur Olson and daughters, Murie and Marion, Irene Olson, Harriet Olson, Robert Olson, Mrs. Ethel Treanor and Mrs. Cora Olson. Two sets of ping pong with ruck, anagrams and puzzles created much fun.

Mrs. Beryl Scott, Mrs. William Garoutte and Mrs. William Patten were callers Saturday afternoon at the home of Mrs. E. H. Gilderleeve. Mrs. Henry Taylor, Mrs. David Francis, Helen Melhorne and Clyde Taylor represented Creswell grange at the meeting of Pomona grange at Junction City Saturday.

Mr. and Mrs. E. F. Roberts and family returned from a visit of three days with relatives in Portland. Mr. and Mrs. H. N. Traxler and family and Mrs. Clara Traxler were dinner guests Sunday of Mr. and Mrs. A. A. Reeves and family in Eugene. Miss Nellie Olson visited friends in Cottage Grove the last of the week. Mr. and Mrs. Carroll Greshong spent the school vacation with relatives at San Francisco, Cal., returning Sunday.

Miss Mary Townsend of Portland was a week-end guest of Mrs. Ethel Eyerson. Miss Townsend was a former instructor in the local high school and is now teaching the Portland schools.

Miss Willoughby Howe left Sunday for Grande Ronde to resume her duties in the schools there. She had spent the school vacation at her home in Creswell.

Officers of the Methodist Sunday school were elected for the new year at a board meeting following the regular church service Sunday. George Ross was re-elected superintendent; Norman Howe, secretary; C. I. Kent, treasurer; Vivian Ogram, pianist; Marion Fuller, librarian; Mrs. C. I. Kent, chorister.

H. A. Bradley of Oakland, Cal., called on Mr. and Mrs. F. A. Russell Friday on a trip to Portland.

Rev. W. Duff of San Diego, Cal., was the speaker at the regular worship service at the Methodist church Sunday morning. His son and daughter, also preachers, were guests at the Presbyterian church.

At Delight Valley
DELIGHT VALLEY, Jan. 2.—(Special)—Jackie Monteith of Sagi-naw is spending several days at the home of an uncle, Jesse Tucker.

Mr. and Mrs. H. Rydell returned home from Williams Monday afternoon, having spent Christmas with relatives.

Mrs. Cora Hileman of Vancouver, Wash., arrived Tuesday to spend about ten days at the home of a sister, Mrs. Lawrence Brown.

Mr. and Mrs. Max Sears returned to their home at Bradwood Monday, having spent the week-end with Mr. and Mrs. E. J. Sears and other relatives.

Mr. and Mrs. Lee Nixon and son Donald were dinner guests of Mr. and Mrs. Harold Wolford in Eugene Wednesday evening, it being Donald's 15th birthday. Donald is spending the remainder of the week at the Wolford home.

R. D. Tucker received word Monday of the death of his oldest daughter, Mrs. Harve Lawson, at Santa Cruz, Cal. The Lawsons were former residents of Creswell and Cottage Grove. Mr. Lawson operated a shoe repairing shop.

Mr. and Mrs. John Walden and daughters, Betty Jean and Clita, of Eugene, Mr. and Mrs. E. E. Paul, Mr. and Mrs. Melvin Paul and son Gene of Silk Creek, and Reginald Haight of Camas, Wash., were guests at the C. H. Haight home Christmas.

Frank Joll, who was seriously ill the first of the week, is reported much improved but is still in Eugene receiving medical attention. His mother, Mrs. J. A. Joll, is with him.

Mrs. Chas. Teeters, Mrs. Clarence Peterson, Esther Volgamore of Dor-ea and Miss Minnie Hendrickson of Creswell visited at the Lawrence Brown home Friday.

Mrs. E. J. Sears visited several days this week with her sisters, Mrs. Cashatt and Mrs. Ipha Knox, in Salem.

Ray Myers and family spent Christmas at the Henry Lake home at Thornton Corners.

AUTOMOTIVE YEAR OFFERS BARGAINS, PRODUCTION DROP

(By NEA Service)
The automotive year of 1932 was featured by bargains for buyers, a decided drop in production, an intense war among makers of small cars, a lack of mechanical improvement, increase of streamlining effects, and national legislation which took a lot of money out of auto drivers' pockets.

Production of the industry in 1931 totaled 2,472,350 motor vehicles. It is not likely that 1932's production will exceed 1,500,000. This condition, brought about by financial conditions, has hit manufacturers rather hard and, while they have produced several sensational body designs during the past year, they have been directly influ-

enced by the necessity of cutting down overhead and building smaller cars. The battle between Ford, Chevrolet, Plymouth and Essex has been waged back and forth during the year. Ford's eight, which he sold at nearly the price of the four, was figured to dominate the field. But Chevrolet produced a six which sold for less than the Ford eight and a little more than the Ford four, and this tightened the race.

Essex Enters the Fight
Then Essex came out with its Ter-raplane in a price field around Ford and Chevrolet. Plymouth then came out with new prices on the four-cylinder model, and finally wound up by producing a low-price six. Chrysler also produced a Dodge four to sell under \$600.

In addition to the cutting of small car prices, there was a considerable reduction in prices of cars in all classes. Two of the most important mechanical improvements were the adoption of the dual-ratio axle and centrifuge brake drums by various manufacturers.

The former is an axle which is able to apply itself to either driving on level ground or hill climbing. The

change to different gear ratios is made by moving a lever on encountering either type of driving. The latter is a new type drum that is said to be more effective than the conventional pressed-steel drum. Advantages are said to be the fact that the braking contact is between the brake lining and cast iron, instead of between the lining and steel, as in the steel drum, and that more even contact is possible.

Mechanical Improvement
Other mechanical devices which were either produced during the year or incorporated in cars this year after having been produced late in 1931, are the automatic choke, decarbonizer, draftless closed car ventilation and variable oil intake system. A wider adoption of "floating power," automatic clutch, free wheeling and down-draft carburetion was in evidence.

The "doughnut" tire acquired a lot of popularity during the year, being made standard or optional equipment on the Ford, Rockne, DeSoto, Nash, Graham, and others.

The federal tax on automotive products and supplies which went into effect during the year was destined to take millions of dollars from motorists. It provided a tax of one cent a

gallon on gasoline, four cents on a gallon of lubricating oil, a 3 per cent sales tax, and a tax of about 11 per cent on tires, tubes and accessories. These taxes, together with increased state levies, were figured to produce an annual revenue of about \$273,000,000.

The design of cars, for the most part, was continued along the stream-line effect. This was evidenced in the slanting windshields, sloped radiators and hoods, skirted fenders and sloping rear ends that made their appearance in models produced during the year.

Miscellaneous events which occurred during the automotive year were: Official discontinuance of the Oakland motor car; exit of Durant and DeVaux and the taking over of the latter organization by Continental Motors; the Studebaker-White merger; introduction of the new Franklin and Auburn 12-cylinder cars and the new Reo Flying Cloud; and the entrance of stock models in the Indianapolis race.

In the latter event, stock model is performed exceptionally well, and finished among the winners.

NEW LOCATION, RUSSELL'S SHOP
HEMSTITCHING, 5c—140 W. Bwy

Brazil Hopes For Lumber Development

PARA, Brazil, (U.P.)—With the Ford plantations on the Rio Tapajoz in this tropical state turning to timber production, Brazil has new hopes for development of a lumber industry from its immense Amazonian forests. The Ford interests recently shipped their second consignment of timber to the United States, sending 110 tons to the Boston and Maine railway for tests as railway ties.

The first shipment went to the Ford plant at Dearborn, Mich.

Dough in Mouth Helps Win Race

AUSTIN, Tex. (U.P.)—Even a good cross-country runner has his kioskyn-crasis. Lane L. Blakeney, captain of the University of Texas harriers, stuffs a wad of bread dough in his mouth before he starts his runs. He chews it throughout the chase to keep his mouth moist.

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