

OREGON NEWS ITEMS OF SPECIAL INTEREST

Brief Resume of Happenings of
the Week Collected for
Our Readers.

Early day mining scenes will be re-enacted in the motion picture of pioneer Jacksonville activities to be filmed soon. The picture is being sponsored by the American Legion and chamber of commerce of the old southern Oregon metropolis.

Gross motor vehicle receipts in Oregon for November totaled \$96,944.95, and brought the total so far this fiscal year to \$6,001,057.95. There were 366,020 motor vehicles registered in Oregon up to November 30, according to records of the state motor vehicle division.

Indications are that the gasoline tax for 1930 will run over \$4,000,000. For the first 10 months there has been collected \$5,802,360, of which \$5,664,448 goes into the state highway fund. The receipts for the 10 months are in excess of the full year of 1929 by \$1,200,000.

Oregon and Washington now stand pre-eminent in the output of canned berries in the United States, having increased their share of the nation's output from 7 per cent of the total to 74 per cent in less than 20 years, with Oregon leading Washington and all other states.

The 77th year of the chartered existence of Pacific university at Forest Grove will be observed January 9. The theme of the Founder's day address, to be delivered by Dr. W. N. Ferrin, former president of the university, will be Harvey W. Scott, the first graduate of the university.

For the first time in several years Lane county farmers will not buy certified alfalfa seed through a pool next year. Unsettled prices and general unfavorable conditions in the alfalfa market are given as reasons. The pool was started five years ago to stimulate the growing of alfalfa.

Trapped in bed when his house caught fire, James K. Polk May, 81, was burned to death. He lived alone in a house on Cedar creek, seven miles southeast of Cottage Grove. He was very deaf and it is thought likely he was asleep and was suffocated by the smoke before the fire reached his bed.

The Dalles boasted of the first modern lighted landing field in the mid-Columbia, following connection of the field lights and flashing beacon of the department of commerce's intermediate airport. More than 3000 feet in length, this field has been the haven of refuge almost daily during stormy weather for planes traversing the Columbia gorge.

The Lake county chamber of commerce requested the state highway commission that Oregon's share of the \$5,000,000 appropriated by congress to construct roads across unappropriated public lands be used in constructing a highway from Lakeview to Burns, the only two county seats in Oregon not connected with even a gravel road.

Twenty-three dead and 445 injured is Oregon's traffic toll for November, according to the report of Kent Shoemaker, chief of the state traffic division. Nine of the 23 who lost their lives during the month as a result of automobile accidents were pedestrians. Of a total of 2695 accidents reported during the month 1213 were due to carelessness and 96 others to reckless driving.

A newborn calf with two heads was found recently in the pasture of Claud Christ, central Oregon stockman. The calf was dead when found. The heads were perfect "from the ears down. There were four eyes, two mouths with jaws that could be moved freely, but only two ears as the heads started to form at the ears. Christ believes that the calf stood up, as both tongues were a trifle extended.

The Crystal Springs water system, supplying domestic water for the east side rural section of the Hood River valley, has been completed and approximately 400 fruit growers in the rural section are using the Crystal Springs water, which is brought down from the mountains in a 20-mile main line. The system cost approximately \$100,000. The water company is co-operative, and was financed through bond issue.

Harney county cowboys are abandoning the practice of using "chuck" wagons and establishing roundup camps in remote cattle ranges, according to information received from Burns. Using a light automobile and a trailer, Link Hutton of Wagon Tire manages to do his work on the cattle ranges and sleep every night at his ranch. Hutton places his saddle horse in the trailer, drives far out into Harney county, does a day's work, puts his horse back in the trailer and returns home.

Steps to curb the encroachment of solicitors and salesmen on the time of rural teachers of Polk county have been recommended by Polk county school officials. Placards will be posted requesting agents not to call during school hours.

Mrs. Mary A. Carter, one of Oregon's oldest pioneers and a resident of Wells, Benton county, prepared and served a family dinner on her 96th birthday. She has lived on the same farm for nearly 80 years and still does her own housework.

Read and subscribe for the Observer.

CHANNEL CROSSINGS MADE IN MANY WAYS

Who Did It First Is Still Unsolved Mystery.

London.—Caesar crossed the English channel in 55 B. C. in approximately five hours.

Gertrude Ederle swam the channel in August, 1926, in 14 hours and 34 minutes.

A regular channel steamer completed the crossing in August, 1929, in 51 minutes and 37 seconds.

Imperial Airways commercial planes during the 1930 season have averaged 12 minutes in actual flying time over the channel.

The above times for channel crossings show what modern transportation has done for man.

Caesar in his 128 man-oared galley would prove weak competition for Squadron Leader H. R. D. Waghorn and his championship 1929, 4,000 horse power Schneider cup airplane which could complete the crossing in three minutes and 27 seconds.

First Crossing a Mystery.

Caesar left Boulogne following an early luncheon in his galley manned by 64 oars with two men to an oar and with the assistance of three large sails arrived on the coast of Kent in time for tea—even though there were no board walks upon which to promenade. Waghorn could get across almost between breaths.

No one knows just when the first channel crossing was made.

Since Caesar's first crossing in the summer of 55 B. C., a number of freak crossings have been made. Some of them have advanced safe, adopted transportation methods—others have been attempts similar to flagpole or tree-sitting and nonstop dancing crazes.

A French engineer, Mathieu, first proposed a channel tunnel. His idea was favorably considered for a time by Napoleon. Since that time dozens of plans such as ferries for whole trains, bridges high enough to allow any liner to pass under them, tubes resting on the ocean bed, and tunnels under the sea have been suggested.

In August, 1875, Capt. Matthew Webb swam the channel in 21 hours and 45 minutes. He was the first person officially reported to cross the channel by swimming from shore to shore. Gertrude Ederle was the first woman to make a successful swimming crossing and her time stood as the record until the German baker, Hans Vlietkott, established the present time of 12 hours and 30 minutes.

Cross in Balloon.

In 1785, a Frenchman and an Englishman succeeded in crossing in a balloon.

M. Eleriot, in 1906, inaugurated the swiftest modern method by flying in a heavier than air machine. Another Frenchman crossed on an ordinary push bike equipped with two light floats. The Spaniard, La Cierwa, has made several crossings in his wind-mill-like autogiro.

Another adventurer did the double journey on a motorcycle fitted with floats and propeller gear.

Two Austrian students paddled across in a 14-foot rubber canoe, and another adventurer of the same nationality crossed in a collapsible boat. A submarine has done the trip as far as the depth of water would permit.

Most present-day attempts are made over the 21-mile course from Dover to the continent.

Caesar chose the route from Boulogne to Folkestone, which is 25 miles. He probably landed between Sandgate and Winchelsea on the coast of Kent.

Production of Matches Is Down, Report Shows

Washington.—Match production in the United States is on the decrease, according to a preliminary tabulation of the census bureau. The report shows the total value of matches shipped, or delivered in 1929 as \$10,400,000, a decline of 21.6 per cent over the preceding census year, 1927. The value reported two years ago was \$24,845,404.

Nineteen establishments were engaged in the manufacture of matches in 1929, paying out wages amounting to \$9,988,000. This was a decrease of 3.6 per cent over 1927 when 19 firms gave out \$4,190,988 in wages.

Mayo Calls Longer Life Futile If Brain Fails

Philadelphia.—There is little use of prolonging the life of man if his brain fails to grow with the years, Dr. Charles A. Mayo told the Physicians and Surgeons congress.

"What is the use of making it possible for a man to live to be ninety if his brain dies at the age of seventy?" he asked.

"We see a lot of old people merely vegetating, just like trees, and until we educate them how to live so that their brains will continue to function for the years added to their bodies' life, there is not much use increasing the span of life."

Note Is Outlawed

Austin, Texas.—A \$10 treasury note of the Republic of Texas was sent to the state capitol by John A. Burrows, of Colorado City. State Treasurer Hatcher holds it is no longer payable, but the note with the well-preserved signature of Mirabeau B. Lamar, president of the republic, is worth many times the face value to collectors.

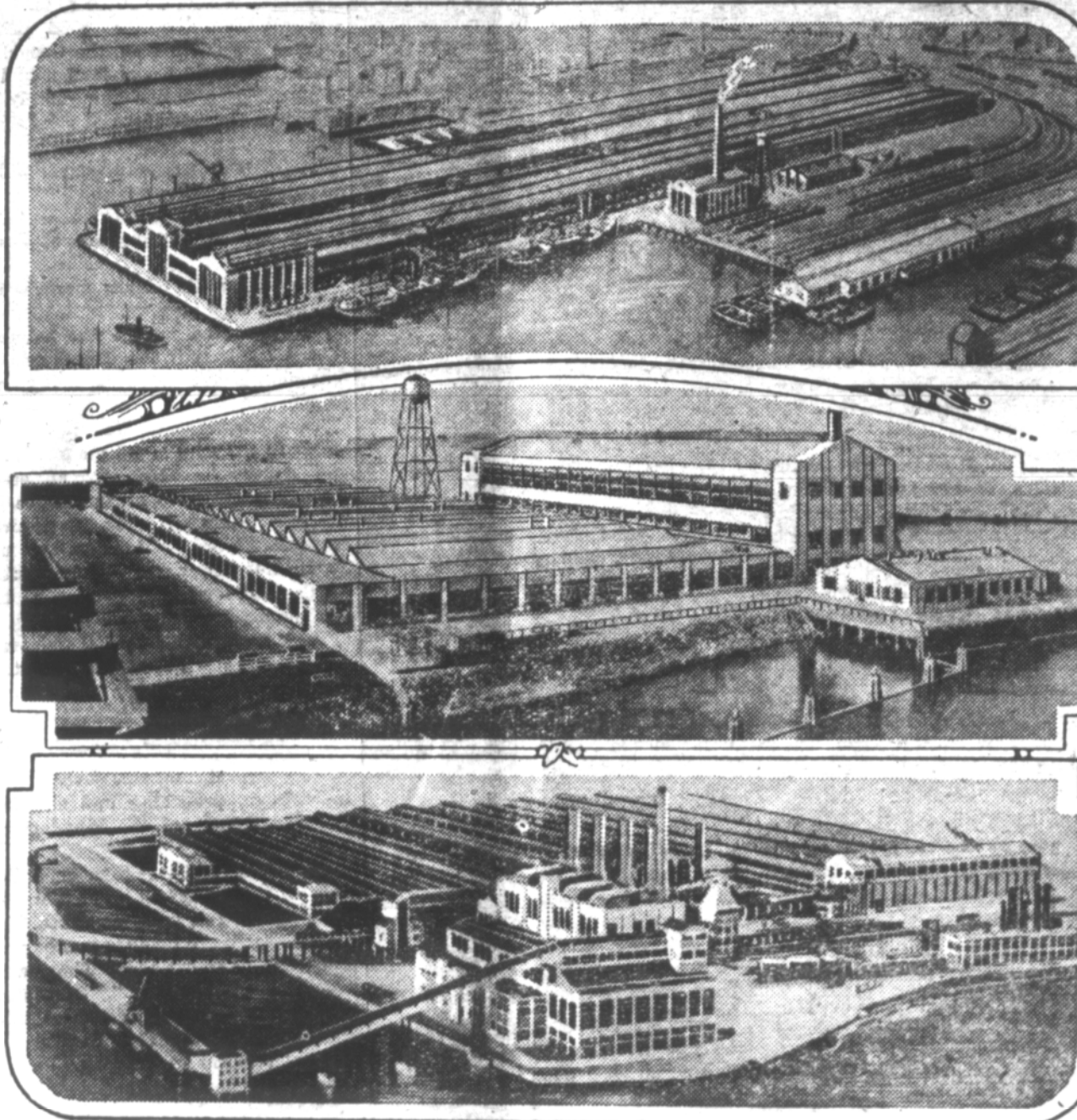
Puzzle Puller

Question: What is a parking lot? Answer: The place where the other fellow left his machine.

Grass stains having been rubbed with lard will then come out in the laundry.

Reading of advertising is worth while.

Ford Shows Faith in Future by World Wide Construction Program



Top—The Ford plant at Edgewater, N. J., opposite New York City. Center—The new plant at Long Beach, Cal. Bottom—A model of the plant being built at Dagenham, England.

THE Ford Motor Company's faith in the future of business, and especially in the future of the automobile, is evidenced by the fact that it is spending more than \$60,000,000 for new plants and improvements in the United States and in foreign branches and associated companies.

The company has nine new plants under way throughout the world, while plans are being formulated for several others not yet announced. Wherever possible the new plants are being erected on sites accessible to both rail and water transportation so that, with each form of transportation supplementing the other, substantial savings will be effected.

Pire of the new plants are in the United States, as follows:

Long Beach, California—This plant, recently completed to serve Southern

California, has a capacity of 400 cars a day. Operating at capacity it employs 2,600 men.

Edgewater, New Jersey—The Edgewater plant, one of the company's largest assembly branches, has just been completed to serve New York City and surrounding territory. It has a capacity of 600 cars a day and employs 6,000 men.

Richmond, California—Work was started recently on a plant at Richmond, to be completed next year. It will have a capacity of 400 cars a day and will employ 2,400 men. It will supply cars to the San Francisco area.

Buffalo, New York—This plant will have a capacity of 400 cars a day and will employ 2,500 men.

Seattle, Washington—A site has been acquired and plans for a plant are being drawn.

A new manufacturing plant being erected at Dagenham, England, eight miles from London, to supplant the present works at Manchester, will be completed next year. It will be the largest automobile factory in the world outside the United States. Its capacity will be 200,000 cars a year.

An assembly and manufacturing plant is being built at Cologne, an assembly plant at Antwerp, and a service plant at Stockholm. Two branches—one at Perth, Australia, and one at Port Elizabeth, South Africa—were completed.

In addition the Ford Motor Company is spending several million dollars to increase the power capacity of the Rouge plant at Dearborn, Mich., and several million more in miscellaneous improvements.

MOTOR CARAVAN TO CROSS ASIA

Modernly Equipped Scientists to Explore Least Known Places.

Washington.—Plans for one of the most comprehensive and most completely equipped expeditions of modern times were disclosed when Dr. Gilbert Grosvenor, president of the National Geographic society, announced that the society will co-operate with Georges-Marie Haardt of Paris in sending out eight caterpillar cars, with scientists in a dozen fields, to span 5,000 miles of least-known Asia, from Beyrouth (Beirut), Syria, to Peking (Peking), China, and then return across 8,000 miles more of a southern route.

M. Haardt came from Paris to Washington to complete arrangements with the society to send a representative with the expedition, whose other personnel will be entirely French, and which will have the approval of the French government and specific missions from France's ministry of foreign affairs.

Large Personnel of Scientists.

The patron of the expedition in France is Andre Citroen, lifelong friend of M. Haardt, and benefactor of many scientific projects, who also gave his support to M. Haardt's famous expedition which traversed Africa and first crossed the Sahara desert in motor cars.

The Trans-Asiatic expedition, with the National Geographic society co-operating, will take the field in March, with its eight caterpillar cars each carrying a trailer, conveying a personnel of 35 men, including specialists in geography, archeology, ornithology, botany, geology, anthropology and other branches of science.

It plans to start from France's westernmost Asiatic territory, in Syria, traverse Iraq, Persia, Russian Turkistan, Sinkiang, and China, turning south at Peking for the long trail down to French Indo-China. Thence, from Saigon, it will return through Siam, Burma, India, Baluchistan, Persia and Arabia. In that journey it will traverse areas which have been little visited by Europeans since Marco Polo's time, skirt some of the world's highest mountains, lofty plateaus, cross the vast Gobi and Ala Shan deserts, and come upon tribes and remnants of ancient Asiatic peoples whose habits and habitats are virtually unknown.

Two cars will be devoted to the taking of one of the most comprehensive geographic vocal motion picture records ever made. The scenic wonders of innermost Asia, the customs and the costumes of its peoples will be photographed, both by the black-and-white and the color camera; and

native dialects, songs, customs and rituals will be preserved in sound records.

Each trailer will carry tents, cots, camp chairs and a camp table for the personnel assigned to its car. One of the cars will be an auto-kitchen, equipped for quick service when the explorers halt for a meal.

The expedition will carry a radio sending station which at all times will keep it in touch with Paris; and this sending station will be utilized by the National Geographic society's representative in filing dispatches to the society's headquarters in Washington.

Fill Blanks on Weather Maps.

Among the technical studies to be made by members of the expedition will be those dealing with meteorology of areas which now are blank spaces on world weather maps. Magnetic observations will be made. An artist will supplement photographic studies with sketches of ethnographic value. Another will specialize in collecting objects of ethnological interest since the expedition will be traversing areas where some of the earliest phases of mankind's history transpired.

Georges-Marie Haardt, leader of the expedition, has been called the "motor car Livingstone of France," because of the amazing expedition he previously led through 15,000 miles of deserts and jungles in Africa. Upon that trip he used caterpillar tractors and automobiles, taking eight months to go from Algiers across the Sahara, around Lake Chad, and through the Belgian Congo to Mozambique. Some of his cars were then transported to Madagascar and he explored the interior of that island.

Few Appreciate Work of Good Samaritan

Gloucester, England.—Mrs. Ethel M. Smith has given first aid to 300 injured motorists in eight years. Of these only eight have returned after recovering to thank her. The Smith home is near a dangerous "S" curve on a main highway. Although there occur an average of three accidents a month, Mrs. Smith still helps to bring the victims inside, tears sheets for bandages, and otherwise aids until medical assistance arrives.

Cartridge in Pipe Blows Up in Face

Paris, Ill.—Don Hamilton was severely burned in the face and eyes when a cartridge he had scooped up in tobacco exploded, while he was smoking a pipe.

"An excessively stout person," says a health note, "may become thin by living on orange juice for 10 days." Another effective method is to crawl through the keyhole every morning before breakfast.

Radio to Replace Cable System in Alaska '31

Seattle.—Powerful army radio stations are being constructed at Seattle and at Anchorage, Alaska, to supplant the cable system in providing communication between America's frontier territory and the rest of the world.

Linked with Alaska commerce since the territory's earliest, more colorful days of gold mining, railroad building and developing of fish canneries, the cable system has grown steadily from 1904 until, during the last fiscal year, it handled 1,568,000 messages.

The cables will be placed on a war reserve status by October 31, 1931, while two of the radio stations will be ready January 1, according to Col. Frank J. Griffin, signal corps officer in charge.

Three main radio channels will be established: Seattle to Etchikan, Seattle to Anchorage, and Etchikan to Anchorage. Eventually Anchorage will be the radio center and control station of northern and western Alaska.

Thirty-five radio stations, spread throughout the territory, are already making contact with the cable system, and will continue to be in touch with the more modern wireless layout.

Radio stations in the small, isolated villages in the sub-Arctic will become the centers of educational, social and political life of the communities.

The cable ship Delwood, which stands in a Seattle waterway, ready to steam up the North Pacific to repair breaks in the cable, will be placed on the reserve status October 31, 1931.

Boys Better Cooks Than Girls, Iowa Expert Says

Des Moines.—Boys are better cooks than girls and leave their kitchens much neater, says Miss Gretta L. Wolf of Washington Irving Junior high school here. She is teaching a class of 23 boys how to cook this year. Heretofore the cooking classes have been exclusively for girls. But this year school officials were amazed when 23 boys signed registration cards for cooking. The boys prepare menus two hours a week and test their creative skill over the cook stove three hours a week.

Swiss Plan Air Aid for Lost Alpine Tourists

Berlin.—Airplane rescue work is to be developed and systematically organized by the Swiss government for the prevention of Alpine fatalities. For this purpose army planes will be employed at certain important points. Many lives have been lost because it has been impossible to locate missing climbers. Cases have occurred where persons only slightly injured by falls into ravines starved to death.

Practice rescue flights carried out have been very successful. The planes locate a lost person, drop first aid equipment and provisions, and sketch the area and drop the sketch to the rescue expedition proceeding on foot.

BRITONS EVADING BIG TAX PAYMENTS

Assessments Are Dissipating Large Fortunes.

London.—Taxation is dissipating some of Great Britain's oldest and largest fortunes, transferring the ownership of vast estates and discouraging the amassing of wealth, a survey has just revealed.

The death duties are the most keenly felt of all taxes, and they rank second in the list of the government's sources of income. The 1930 budget revealed that more than \$4,000,000,000 was expected from estate duties.

The huge landowners have evolved several means of defeating this taxation. The most popular is to convert existing ownership into private limited liability companies. In this way the cost of operating the companies can be deducted from the income tax payments, the amount of taxation reduced during life, and death duties avoided.

Estates Protected.

It likewise has the added inducement of protecting the estates from reckless heirs' extravaganzas. Among those titled owners who have transformed their estates into private liability companies have been the dukes of Buccleuch, Devonshire, Grafton, Leinster, Marlborough, Rutland and Sutherland; marquises of Zetland, the earls of Berkeley, Darley, Harwood, Moray, Osmoy, Rosebery, Spencer and Strathmore, and Viscounts Novar, Ullahere and Womborne.

Another plan is transferring property to a younger member of the family. If the transfer is made six months before death, the estate is not subject to death duties.

Others are selling outright their holdings and living on the capital, which is not taxable. In 1927, Lord Derby, one of England's wealthiest peers and greatest sportsmen, sold Lancashire property for \$8,500,000, and explained he did it because his son would have had to sell more to pay death duties on his passing.

Standard Rate.

The standard rate of income tax increased from 20 per cent in 1920 to 22 1/2 per cent in 1930. The lower incomes, however, virtually were not affected by the increase and in some cases actually pay less.

Life insurance premiums are an important factor in relieving the amount payable. An amount equal to 10 per cent of the premium paid can be deducted from the tax otherwise payable. The maximum amount of premiums subject to this relief, however, is a sum equal to one-sixth of the total income.

Many of the large landowners have been forced to sell their estates to tenants in order to pay the huge death tax. The recent retirement of Lord Durham from racing is said to have been due to a large extent to the necessity of selling some of his stable to pay death duties of more than \$3,500,000 through the death of two earls of Durham.

D. A. R. Marks Site of Ft. Custer With Tablet

Hardin, Mont.—The site of old Fort Custer, two miles south of Hardin, was the scene of impressive ceremonies recently when Shiloh Mountain chapter, Daughters of the American Revolution, Billings, dedicated a granite and bronze marker to the memory of pioneer days.

Fort Custer, named in honor of Gen. George A. Custer, who, with his Seventh cavalry, went down to defeat before the Sioux Indians in the battle of the Little Big Horn, was the base of military operations in the early days.

From this point troops watched over the safety and progress of those traveling the old Bozeman trail, which headed north through the Little Big Horn valley, the fort being abandoned in the late '30s. Fort Custer in the early days was one of the largest military posts of the Northwest.

The Girl Scouts of Hardin must be given credit for starting the initial movement to mark the old site. The merits of their work were seen by the Hardin Lions club. It sponsored the steps which led to the ultimate marking of the historic site by the D. A. R.

New Welland Canal Will Be Opened Next Year

Welland, Ont.—The Welland canal is certain to be officially opened next year.

This definite statement was made by Hon. Dr. R. J. Manion, minister of railways and canals, who visited this city to look over the progress of the work and to discuss with civic officials disturbances to the city's property by reason of the canal development.

"There is no doubt about the canal being officially opened next year," said Doctor Manion. "Everything is in first-class shape. It is largely in line now. There is nothing to delay completion."

New Orleans Mint Will Soon Be Federal Prison

New Orleans, La.—Plans for conversion of the old United States mint here into a federal jail have been perfected. The mint, long abandoned, will house approximately 300 prisoners who have been sentenced to twelve months or less. This will relieve federal penitentiaries and other prisons of men and women sentenced for violation of the liquor laws.

PUZZLE PULLER

Question: What chasm often separates old friends?

Answer: Sar-casm.

Psychological note: If he carries his small change in a purse he is probably a tight-wad.

To remove uncooked fruit stains, soak in cold water.

SOUTH DAKOTA BAD MAN SLAIN

Wayne Kelly, a Notorious Outlaw, Shot to Death by Deputy Sheriff.

Sioux Falls, S. D.—Wayne Kelly, accounted the last of the "bad men" of the South Dakota frontier, died "with his boots on."

After a series of thrilling captures, escapes and pursuits, he finally was cornered recently by a number of officers and was shot and killed while again endeavoring to make his escape from his pursuers. His career, for elusiveness, had many of the features of that of the famous "Billy the Kid," notorious southwestern outlaw, who kept the frontier of Arizona and New Mexico in a turmoil for a number of years, and his exploits, if told in detail, would fill many newspaper columns, and would furnish the material for a "Zane Grey" novel.

Kelly's "hanging ground" was in the thinly settled country in northwestern South Dakota, adjoining southeastern Montana and northeastern Wyoming, as well as southwestern North Dakota. The region has many wild and isolated hiding places, and it is said Kelly was familiar with practically every square yard of the immense territory in which he roamed.

Escaped From Jail.

In this region are the famous Slim Buttes, which marked the site of a bloody battle between United States troops and Sioux warriors, who were fleeing after the Custer massacre.

Since Kelly's escape from a jail in that region in August, where he was being held for trial on a charge of cattle and sheep "rustling," officers all over the state have been on the lookout for him. Recently they learned he was on a ranch near Covert, a small village on the Missouri river.

The authorities were given a "tip" that he had gone to the ranch to obtain his car, which he had left there some days before, and the officers, headed by Deputy State Sheriff Floyd Short, surrounded the place at night, some of the members of the posse concealing themselves in a shed which stood between the ranch dwelling and the barn.

When daylight broke Kelly came from the dwelling and started toward the barn, evidently to feed his saddle horse, which the officers afterwards found there. As Kelly was about to pass the shed, the members of the posse ordered him to "stick 'em up!"

Kelly threw his arms about half way up, and kept backing up, with the officers commanding him to "put 'em higher." Kelly kept drawing back and finally his right hand dropped toward his gun, and noting this movement Deputy State Sheriff Short fired at him at close range with a rifle. The bullet struck Kelly in the right side, about half way between the shoulder and his waist, and he died almost instantly.

Chased for Weeks.

Early last spring a posse was constantly on Kelly's trail for a period of three weeks in an effort to capture him, but he finally escaped the pursuing officers by swimming his horse across a swollen stream during the spring freshets.

Kelly was captured last summer, but the officers did not hold him long, for after being in a frontier jail for less than two nights he succeeded in making his escape with assistance from the outside. At that time he was traced to a canyon in the Slim Buttes, where he made his headquarters in a deep, ragged ravine, entrance to which could be made by only one person at a time.

Thinking a lookout was maintained, the officers crawled some distance to a point near the mouth of the canyon, and then, seeing no sign of life, made their way into the canyon one at a time. This was early one morning. Kelly evidently felt so secure in his mountain fastness that no lookout was maintained.

Therefore the officers were able to crawl up on the tent in which he was sleeping, and when they awakened him he saw the muzzles of several guns within a few feet of his face. There being no chance for resistance, he surrendered. He was escorted to the frontier jail preliminary to the convening of court and speedily made his escape from it, as stated.

Later Jack Kelly, Wayne Kelly's father, was arrested on the charge of aiding his son to escape, and to this he pleaded guilty and was fined \$500. Others were arrested for aiding him to escape, but were acquitted.

Stray Buffalo Bullies Prize Herd of Cattle

Altus, Okla.—N. B. Coker, farmer of near here, was startled by frantic moosings from his herd of prize cattle.

Going to the pasture he found them huddled in a corner of the field cowering from the menace of a huge buffalo bull.

The buffalo apparently was taking a keen delight from the fear of the bovines. Snorting, he would dash at them. Just before he reached one of the timid creatures he suddenly would halt and back away.

Fearing harm might come to his peaceful herd Coker chased the animal away. Brass rings at the tip of its horns indicated it was a stud from some private herd.

ADVERTISE!

The codfish lays a million eggs. And the helpful hen lays one. But the codfish doesn't cackle. To tell us what she's done; And so we scorn the codfish coy. And the helpful hen we prize. Which indicates to you and me It pays to advertise.

Advertising is the oil that lubricates the machinery of business.