

WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest, and Other Things Worth Knowing.

Advice received in Winnipeg, Man., stated that Professor W. R. Cutler, heading a scientific expedition party in Africa, died Thursday from malaria fever.

Prince George, fourth son of the king of England, who is at present serving as a midshipman in the British Asiatic fleet, is expected to pay an unofficial visit to Tokio this month.

Immigrants to Palestine must obtain from Jerusalem permits to enter the holy land. This order has been issued by the Palestine government in accord with the new American ordinance.

Because he slept while his campfire grew from a small blaze into a forest fire, D. J. Sullivan was in a Madras, Ore. jail Friday morning with a fine of \$50 and \$16.50 costs imposed on him by Justice of the Peace Turner.

The proposed flight of the naval plane PB-1 from San Francisco to Hawaii will be called off entirely, Secretary Wilbur announced late Thursday, until some definite reasons in the future show it to be desirable.

Successful use of radium in the treatment of leprosy was reported Friday by Doctors M. H. Neil and R. P. Sandige of the leper receiving hospital at Honolulu, in their annual report to the territorial board of health.

Railroad legislation was placed on the administration calendar for the next congressional session by President Coolidge after a conference with Senator Watson, republican, Indiana, chairman of the interstate commerce committee.

The Zionist action committee elected by the Zionist congress last Sunday has been formally organized. Dr. Leo Motzkin was elected president and Rabbi Stephen S. Wise of New York, vice chairman of the committee.

The Giornale d'Italia in Rome Friday, published a report that King Boris of Bulgaria was gravely ill from the effects of poison and that specialists had been rushed to Varna to attend him. The source of the report was not stated.

The combined ages of George M. Anderson and Mrs. Minerva M. Thomas, both of Milwaukee, Or., who obtained a marriage license in Vancouver, Wash., Thursday, totaled 143 years. The bridegroom was 71, one year younger than the bride.

The United States army signal corps amateur radio station at Fort McKinley at Manila, P. I. Thursday night announced the successful holding of a short radio conversation with the headquarters of the Rice expedition in Interior Brazil. The station was 13,000 miles distant.

Five hundred families in South El Paso, Tex., and three suburban additions are homeless in the worst flood experienced here since 1897. Damage is estimated at \$400,000. Water is racing through streets in lower El Paso as a result of a canal break which occurred late last night.

Mrs. Zachary Lansdowne, widow of the commander of the Shenandoah, said at her home in Lakewood, N. J., Thursday night that her husband had long felt a premonition that the flight over the middle west would end disastrously and had used every honorable means to avoid making it.

M. J. Scanlon of Minneapolis, a director of the Powell River Paper company here, announced in Vancouver, B. C. recently that \$5,000,000 will be spent immediately to enlarge the plant, which will increase its output 80 per cent. The concern has been turning out 75,000 tons of paper annually.

Des Moines, Ia., was chosen as the next meeting place of the Grand Army of the Republic at its first regular business session in Grand Rapids, Mich., Thursday. The Iowa capital had put in a strong plea for the 1926 encampment and it is understood has already pledged sufficient funds to entertain the veterans.

The nine governments signatory to the Chinese treaty negotiated by the Washington conference of 1922 notified the Pekin government Thursday in identical notes that they stood ready to appoint commissioners at an early date to consider what steps, if any, may be taken with a view to relinquishment of the extra-territorial privileges which their nationals in China now enjoy.

Italians Cross Border. Vienna.—A detachment of 200 Italian troops, commanded by an officer, has crossed the frontier and camped in the Austrian village of Theori, notwithstanding protest by the frontier guards. The government has instructed the Austrian minister in Rome to request an explanation and an apology from the Italian government.

ROADS TO HAVE MARKERS

Government Adopts Standard Plan for All States.

Washington, D. C.—Only the sightless will be unable to read the new system of standard signs which members of the joint board on interstate highways, including R. A. Klein, chief highway engineer of Oregon, have agreed upon for use on the newly designated United States highways of all states. Even a person who cannot read will understand the meaning of those indicating danger by the shape and color.

Of the two general classes of road signs, the "danger and caution" group will consist of signs of four different degrees of danger. These will have a yellow background with black letters and symbols. The other group will include the standard route marker in the form of a United States shield, and directional and informational signs. All signs of this group will have a white background with black letters.

The standard railroad crossing sign will be round, 24 inches in diameter, and will bear the well understood railroad cross with the letters "R. R." in black in the upper quadrants on the yellow background.

At points of sufficient danger to require a complete stop the sign will be octagonal in shape, 24 inches in size, and will bear on the yellow background the word "stop" in large black letters.

At curves, narrow bridges, steep hills and other points where the degree of danger is sufficient to call for the exercise of a considerable degree of caution, but not a complete stop, a diamond shaped yellow sign will be erected with the character of the danger described in black letters and symbols. This sign will be 24 inches on each side.

At points of lesser or occasional danger the 24-inch square yellow sign will be used and the necessity for caution will be explained in black letters in a single word, such as "school," "hospital," "church," etc.

The standard shield adopted as the route marker will be 16 inches vertically from tip to tip. At the top it will bear in black letters on the white background the name of the state in which it is erected, and below in the section of the shield in which the red and white stripes ordinarily appear, will be the initials "U. S." and the route number in large numerals.

Yellow is the color chosen for danger and caution on the new highway system throughout the United States. Whenever the motorist sees yellow he will know there is some degree of danger ahead. The white signs will dim him information and guidance, but will not call for caution.

A committee of the board which recently designed the new system of interstate highways is now working on a numbering scheme and it is expected that maps of the routes selected with the numbers indicated will be available in a reasonably short time.

Chicago Auditor Held.

Butte, Mont.—William Diener, city auditor of Chicago, was arrested here Saturday at the request of Superintendent of Police Collins of Chicago, who informed Butte officers that Diener is wanted in the Illinois city for embezzlement and conversion of public funds. Diener was traveling west by automobile. He was searched at the city jail. Officers found only \$130 in traveler's checks and a small amount of change.

Glacial Mud Perplexes.

San Francisco, Cal.—Means of stopping the flow of glacial mud from Mount Shasta will be discussed next week at a meeting of the California debris commission here. The melting of the glacier has caused a flow of slime down Mud creek to the town of McCloud where the mud had deposited in a cone from which it flows over surrounding farm lands.

Six Killed by Train.

Rives, Tenn.—Claude E. Warren, a farmer living near Beardstown, Tenn., his wife, two children, his mother-in-law, Mrs. J. C. Cude, and Tom Carl were killed near here Sunday when an Illinois Central passenger train struck the automobile in which they were riding at a grade crossing.

Huge Turtle Bites Man.

New Lisbon, Wis.—While fishing near here Steven Haschke hooked a 22-pound turtle which swallowed hook, line and sinker. In attempting to extract the hook from the turtle's throat, Haschke was severely bitten when the shellback clamped its jaws over his hand. It required an hour to release his hand.

St. Louis, Mo.—The bullet-riddled bodies of an unidentified man and woman were found Sunday on a bed in a three-room clubhouse near Lake Hill, St. Louis county. The man, about 23 years old, was penetrated by five bullets in the breast and one in the hand. The woman, about 23 years old, was shot in the chest and neck.

Mine Building Bombed.

McAllester, Okla.—The fan house of mine No. 12, owned by the Rock Island Mining company, at Hartshorn was dynamited at 8 o'clock Sunday night, according to word received here by Sheriff Anderson.

Sixty Tongmen Arrested.

Pittsburg.—Sixty Chinese, among them eight alleged imported gunmen, were arrested in a series of police raids Sunday night.

14 DIE; 2 INJURED IN DIRIGIBLE FALL

Shenandoah Airship Breaks Up In Ohio Storm.

MEN DROP 6500 FEET

26 on Nose Section Go on Up After Companions Tumble to Death. Flyer Was Pride of Navy.

Caldwell, O.—Fourteen of the crew of the Shenandoah, giant dirigible, were killed and two others were seriously injured early Thursday when the pride of the United States navy cracked during a severe storm on its western cruise from its Lakehurst, N. J., airport.

Among the dead is Lieutenant-Commander Zachary Lansdowne, captain of the ship.

After battling the elements for several hours, the huge aircraft suddenly shot upward to an altitude of approximately 7500 feet from a 3000-foot level, where the dirigible buckled amidships. The pressure and twisting was so great that it broke the ship in three sections.

The control cabin, swung beneath the foresection of the ship proper, broke away and crashed to the ground from an altitude of several thousand feet. It carried most of the crew who were killed.

Released from the control cabin, the foresection, measuring about 150 feet, and bearing seven survivors, free-ballooned for more than an hour and finally was landed near Sharon, 12 miles from where the control cabin crashed, near Ava.

The main section, carrying 22 survivors, landed with a crash which sent several of them diving through the outer covering to the ground. A middle section of some 15 or 20 feet settled down in pieces over the countryside.

Looting of parts of the main section of the Shenandoah, near Ava, became so highbanded that Jerome Williamson, commander of the American Legion post at Caldwell, on guard duty, fired two shots at a man seeking to escape with a 50-foot strip of the cell silk.

The looter was released after he had returned the silk.

Those aboard the nose section had a wild and thrilling ride before they landed 12 miles from the place where the cabin compartment crashed. Several of the officers had just left the control cabin and were climbing up the ladder into the cat walk of the ship proper when the cabin broke loose.

Suspended in mid-air and hanging to a girder, they crawled or were pulled to places of comparative safety. One not so fortunate, F. J. McCarthy, chief rigger, was swept from his perilous perch in the forward end of the nose to the ground when the motorless craft struck a tree. He was taken to a Marietta hospital in a serious condition.

With three men forward and three aft in the nose of the craft it was maneuvered to a safe altitude after brushing trees and at least one farm house.

Lieutenant-Commander C. E. Rosen-dahl and Lieutenant J. B. Anderson directed the release of the helium gas and gasoline in such a way that the nose landed without severely injuring any aboard.

Ship Board May Lose Member.

Washington, D. C.—A reduction of the membership of the United States shipping board which would preclude the selection of a new member from the Pacific northwest in event of the retirement of Commissioner Haney of Portland is among the administration recommendations for a revision of government shipping policy by the next congress, it is understood here.

More complete separation of the shipping board and the emergency fleet corporation will be advocated in the presidential message at the opening of congress, according to the report.

Plane Crashes; 2 Dead.

Napa, Cal.—Irvin G. Hunt, amateur aviator, and Raymond D. Asedo, a passenger, were killed Friday when the plane piloted by Hunt crashed 1000 feet to Willard field, near here. The airplane had taken off from Willard field a half hour before. Suddenly it was seen to collapse and drop like a plummet, bursting into flames as it struck the ground. Asedo's body was caught in the wreckage and badly burned.

Gotham Financier Dead.

New York.—Edward R. Stettinius, partner in the banking firm of J. P. Morgan & Co., died at his home in Locust valley early Thursday.

The cause of death was announced as embolism, a blood clot on the brain.

The offices of J. P. Morgan & Co. were closed except for the transaction of urgent routine business.

STATE NEWS IN BRIEF.

Medford.—The Southern Oregon Old-Girls' conference at its closing session Sunday afternoon selected Coos bay for next year's conference meeting.

Medford.—Five automobile wrecks, caused by skidding on wet pavements, occurred Sunday and Monday in Medford and immediate vicinity in which the principals suffered no serious injury. It rained most of the two days.

Hood River.—Earwigs have reached Hood River and city residents and orchardists appealed recently to the Hood River experiment station for instructions for fighting the pest.

Salem.—Classes for the instruction of plumbers' apprentices, under the direction of local plumbers' unions in various parts of the state, will be organized soon, according to announcement made by Theodore Barr, president of the Oregon State Plumbers' association.

Marshfield.—J. C. Hedden, in charge of a forest fire station lookout, wounded by accidental discharge of his own revolver on a lonely trail, had to crawl four miles on his knees to a telephone.

Ashland.—A solid carload of blackberries was dispatched from the local cannery this week to an Ohio wholesaler. It contained 30 tons. Because of scarcity in berry pickers the cannery company was forced to let tons of berries go to waste in the Apple-gate section.

Madras.—Investigation of the extent of Saturday's hail storm by a representative of the hail insurance company revealed that the storm was confined to approximately 600 acres of standing wheat, causing an 80 per cent loss, which was estimated at 12,000 bushels.

Vernonia.—Mrs. Charles White is champion deer catcher on the coast. Saturday, with her bare hands and within the city limits of Vernonia, in regular western bulldogging fashion, she grabbed a deer by the head, throwing it and holding it until help came and tied it for her.

La Grande.—The O. W. R. & N. company, is spending approximately \$100,000 in re-laying rails on its La Grande-Joseph branch line near Walloya. Sixty-pound rails will be replaced by 90-pound rails for a distance of approximately 10 miles, made necessary by an increase in freight.

Baker.—G. C. Tucker was in a critical condition in a local hospital Monday and Dave Arthur, prominent Baker county mining man, was in the county jail as the result of a fight at the Mother Lode copper mine, in which Tucker was stabbed in the left side and arm with a miner's lamp.

Salem.—Stockholders of the Oregon Lumber Mills, which was incorporated here recently with capital stock of \$640,000, will meet in Salem September 24, when a board of directors will be elected. Each share of common stock will be entitled to one vote. Preferred stock will have no voting power.

Salem.—Thomas Baird of La Center, Wash., left his automobile standing near the Pacific highway north of Salem Sunday night while he walked to a hop yard in quest of employment. When he returned a short time later he found that the machine was missing. It carried Washington license No. 3375.

Roseburg.—The Riddle clan, descendants of William H. and Maxahilla Riddle, met Sunday in their sixth annual reunion in the cedar grove near the city of Riddle. The sturdy pioneer couple crossed the plains in 1851 from Springfield, Ill., being the first settlers in what is now the Riddle valley.

Eugene.—J. N. Stephens of Coos bay received the contract from the Lane county court to drive the piling for the new highway bridge to be erected over the north fork of the Siuslaw river between Cushman and Florence. The piling is to be of fire-killed Port Orford cedar, which, it is said, is extremely hard and will last for many years.

Eugene.—From 3000 to 3500 cases of fruit and vegetables are being canned each day at the plant of the Eugene Fruit Growers' association, equaling three or more carloads, according to J. O. Holt, manager. Bartlett pears, beans, beets and blackberries are arriving at the plant in large quantities. The berry season is nearing a close, said Mr. Holt.

Salem.—Prune picking will get under way here within the next few days, according to the growers. As a result of the hop harvest, which is now in progress in the Willamette valley, prune growers said they probably would encounter difficulty in obtaining sufficient pickers. Estimates indicated that the prune crop would not be as large as last year.

Vale.—Representative Cramton, chairman of the house appropriations committee, in his tour to gain information regarding the proposed reclamation projects of the west arrived at Vale Monday to look over the Vale irrigation district. As this is the first project visited in Oregon, Representative Sinnott joined Mr. Cramton and will remain with him during the remainder of his trip through the state.

POULTRY

MATURING PULLET BEFORE SHE LAYS

One of the best discussions of a good method of finishing pullets comes from the pen of Mrs. George R. Shoup of the Western Washington experiment station, which is as follows:

To put on body growth, give a low open hopper of cracked yellow corn or yellow cornmeal. Keep it full all the time. Feed a full breakfast of sprouted oats or scratch, using so much that a little grain is in the litter at the next feed. At breakfast time or shortly after give sour milk, or a substitute, using four to six quarts to the hundred birds. At 11 a. m. again feed scratch grain and also a fair-sized amount of green feed. At 2 p. m. another feed of grain and at 5 or 6 p. m. a last feed of grain and also all the greens they can eat. A good growing mash should be before them in hoppers, giving one-quarter as much mash as grain by weight. This program says: "Won't you eat a little?" over and over, and at night you will have the satisfaction of having these young ladies going to bed with crops only partly filled. As long as this is continued you know these birds are growing bodies, not combs, and you may be surprised to find that in four weeks' time these same youngsters will have gained anywhere from three-fourths to one and one-quarter pounds each, without having come into laying. When maturity (full body growth) has been reached, you can put on the laying program and feed that one more point in poultry management has been put under definite control.

A number of such details as this used by one and neglected by another makes the difference of steady, or spasmodic, egg production during the following year. In short, it helps to make one a poultryman who makes his chickens keep him and not one who just keeps chickens.

Cholera and Limberneck

Cause of Poultry Loss

Cholera and limberneck are two diseases that attack the poultry flocks and cause the loss of a number of birds each year, says D. H. Hall, extension poultry specialist at Clemons college, who suggests below methods of treatment for these troubles.

Cholera is one of the worst diseases that is known in the poultry business. It attacks the fowls very suddenly, and as a rule a poultryman loses from one-third to one-half his flock before he can do anything. The best treatment is to prevent the spread of the disease rather than to treat the sick birds. Spray the house with a 10 per cent solution of some disinfectant, and burn or bury all of the droppings and dead fowls in deep holes. Feed wet mash in troughs so as to prevent spreading through dry mash hoppers. Keep the water fountains clean and use permanganate of potash as an antiseptic in the drinking water.

Limberneck is a disease resulting from poisoning of the feet caused by feeding on decomposed animal flesh. This disease is characterized by a paralyzed condition of the body. The neck becomes limber and the head cannot be held erect. In treating this disease give each bird two teaspoonfuls of castor oil with a few drops of turpentine, and find the cause of the disease and remove it. Bury or burn all dead fowls.

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Standard-bred poultry means greater success and better profits.

Average Production of Hens in Ordinary Flock

A flock of hens that averages 100 eggs a year per hen is a good flock. Here is the number of eggs per hen such a flock should average in each month:

Table with 2 columns: Month and Eggs per Hen. November: 8 eggs, December: 10 eggs, January: 12 eggs, February: 10 eggs, March: 12 eggs, April: 12 eggs, May: 12 eggs, June: 12 eggs, July: 12 eggs, August: 12 eggs, September: 7 eggs, October: 6 eggs.

Best Poultry Tonics

Fresh air, sunshine and exercise are the best tonics that can be given poultry. But fresh air does not mean drafts in the houses, nor does sunshine call for exposure to the hot sun's rays during the summer. But the houses should be so constructed that fresh air will be present both day and night, and the atmosphere purified. They must, too, be so arranged that the sunshine may reach every corner of the interior to destroy germs that may be lurking in dampness.

Ration for Growing Pullets

Growing pullets should be fed the same mash ration as laying hens unless particularly early hatched. For holding birds back take out a part of the meat scraps or tankage but leave mash in front of the pullets. Well-grown Leghorn pullets should be laying by the time they are six months of age and pullets of the heavier breeds at seven months of age. Later development than this means that something has been left out in the care and management.

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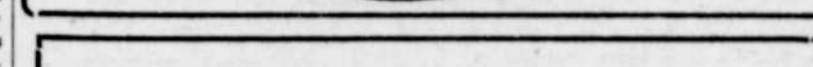
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