

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.

Mrs. Lucy Linder of Spokane was nominated for representative from the fourth legislative district at a republican county convention Saturday.

H. D. Hibbs and Thomas Hennessey so-called 10-for-1 rail merger promoters, were convicted of grand larceny in the Los Angeles superior court Friday night.

The United States battle fleet came home Saturday after one of the greatest cruises in the peace time history of America's navy, a five-month excursion across the Pacific to Australia.

It is announced that the German government will accept the American reservations in connection with the senate approval of the treaty of commerce and amity between the two countries.

Philip K. Ahern, for 20 years north west chief of the Pinkerton national detective agency, died at his home in Seattle Saturday after a month's illness. Ahern once served on the Chicago police force.

The vote of Methodists both north and south, on amalgamation of the northern and southern conferences of the Methodist Episcopal church Saturday stands 12,000 for amalgamation and 952 against.

While lacking official verification at the White House, reports persist that Dwight F. Davis of Missouri, acting secretary of war, shortly will succeed John W. Weeks of Massachusetts as the head of the department.

Otis Clark, union coal miner, and the first person indicted by a special grand jury in the Herrin, Ill., mine killings in 1922, was shot and killed Sunday near his home. There were three bullets in his abdomen.

The Chinese legation has called the attention of the state department to the move by city officials of Cleveland looking to the razing of buildings occupied by Chinese in that city on the theory that they constitute fire and health hazards.

A check up Sunday night showed four persons killed and 35 injured in a wreck on the Atlantic Coast line six miles from Thomasville, Ga., Sunday afternoon when two passenger trains met head-on one mile east of a flag station called Newark.

Three coal miners were killed and a fourth probably fatally burned Saturday in a gas explosion in mine No. 7 of the Consolidated Coal company near Herrin, Ill. The bodies of the dead miners were recovered late in the day after they had been entombed several hours.

Rev. Albert G. Kuhn, pastor of the Bethany Presbyterian church, Omaha, Saturday was sued by another minister of the same denomination, Rev. Richard R. Stier of Sayreville, N. J., who seeks to recover \$1350, of which he alleges he was defrauded in a real estate transaction by the Omaha pastor.

Pasadena society was agog over the arrest Saturday of Robert A. Winthrop on charges from Bend, Or., charging him with grand larceny and obtaining money under false pretenses. Winthrop had posed as a young millionaire since he came here some time ago and was engaged to be married in less than two weeks to one of the wealthiest society girls of the city.

Divorces were denied both Frank D. Scott, Michigan representative, and Edna James Scott, his wife, in a decision handed down Saturday by Circuit Judge Frank D. Emerick at Alpena, Mich. Representative Scott charged cruelty and misconduct, alleging that his wife had been "indiscreet" in her relations with other men. Mrs. Scott charged her husband gambled for high stakes and drank.

Otto Shaler, whose marriage to Mrs. June Shaler was annulled last February in San Francisco, Cal., is a stickler for obeying court orders. At the time of the annulment he was ordered to divide the community property equally. Saturday Mrs. Shaler came into court and announced that in the division Shaler had saved their grand piano in two and had removed one of her pictures from a frame, giving her the picture and keeping the frame himself.

A failure of several of the helium gas cells in the airship Shenandoah before she began to break up was described Friday to the naval court of inquiry by James H. Collier, chief rigger who had supervision over the cells. Collier's testimony was in sharp contrast to that of a dozen other survivors, all of whom declared that they saw no signs that any of the cells had failed under the enormous pressure to which they were put when the craft reached the extreme altitude of 6065 feet.

HITS AT CHICAGO WHEAT PIT

Jardine Demands Immediate Reform of Board of Trade.

Washington, D. C.—Failure on the part of the Chicago board of trade to take immediate steps toward the adoption of proposed reforms will lead to action with a view to the suspension or revocation of its designation as a contract market, Secretary of Agriculture Jardine warned Monday.

"Recognizing that the wild fluctuations in the quotations of May wheat were, in the opinion of the department, due to manipulation, I cannot escape the conclusion that it is imperative for the board of trade without delay to set up the administrative machinery to prevent recurrence of such a condition," said Secretary Jardine. "A failure on the part of the board to take these steps immediately will leave to me, under the terms of my plain obligations, no alternative than to inaugurate action looking to the suspension or revocation of the designation of the Chicago board of trade as a contract market. In these circumstances time is the essence."

Secretary Jardine characterized as of far-reaching importance recommendations made to the president and board of directors of the Chicago board of trade by a so-called members' program committee. These recommendations, if put into effect, will, he believes, go a long way toward reflecting a true supply and demand situation on the Chicago market.

Secretary Jardine considers of particular importance the recommendation to set up a committee of business conduct. The regular members of this committee during the period of their incumbency would pledge themselves not to speculate for their personal account.

Another recommendation of far-reaching importance, in the opinion of Secretary Jardine, is the one giving the board of directors power to limit daily fluctuations in the market prices of grain during emergency periods such as occurred early this year.

SHIPPING BOARD TO COOLIDGE'S PLEAS

Washington, D. C.—Conciliatory efforts of President Coolidge to bring the shipping board and President Palmer of the emergency fleet corporation to some understanding under which the fleet head would retain his office seemed to have failed Monday.

Administration senators, including Edge of New Jersey, McKinley of Illinois and Curtis of Kansas, stepped into the breach Monday to declare in favor of the shipping board's abolition, but this had previously been pointed as part of the administration program, so it fell on deaf ears so far as Palmer's foes on the board were concerned. They declared that none of the proposals made since their opposition to the fleet president reached a crisis last week had changed their attitude in the least.

The board is unanimous in its recommendation to the budget bureau that Palmer's salary be cut from \$25,000 to \$18,000 a year and that his seven executive assistants now drawing \$18,000 a year be reduced to three, with salaries fixed at \$15,000 a year.

The quarrel between Palmer and the board seems to have reached the point where even an order from the White House directing that they settle their differences amicably seems likely to be ignored and action contrary to President Coolidge's wishes is expected.

Aberdeen, Wash.—Two hundred and twenty-eight men employed by the Donovan mill No. 1, composing three-fourths of the crew, went on strike Monday following the dismissal of John Schultz and Martin Larson, circulators of a petition asking for a 50-cent per day wage raise for all employees. Mill operations have practically ceased, members of both the day and night shifts having joined the strikers. Mill owners refuse to issue any statements.

Movie Outfit Poisoned. Houston, Tex.—Forty-two members of a motion picture company, headed by Richard Dix and Thomas Hailston, were victims of ptomaine poisoning Monday on the Bassett Hakeley ranch 40 miles from Houston. Ambulances and automobiles were dispatched to the ranch to bring them to Houston hospitals. Richard Dix, star of the play being produced, was in Houston and did not eat lunch at the ranch. Six women were made slightly ill.

Seventeen Planes Finish Leg. Chicago.—Seventeen airplanes entered in the first commercial airplane reliability contest arrived here Monday without mishap from Detroit on the first hop of a tour of the middle west for the Edsel Ford trophy.

Hillsboro.—The Washington county grand jury returned 46 true bills of indictment in its report Friday. There were 14 not true bills returned.

Patching Concrete. When repairing damaged or cracked concrete work, keep the place to be patched thoroughly wet for several hours before working on it, and roughen it with a hammer or chisel if it is smooth. Also be sure that you use the same proportions of sand, gravel and cement as in the original mixture, so that the new work will expand and contract the same as the old concrete. Otherwise the patch will crack.—Popular Science Monthly.

SHIPPING BOARD BREAK IMMINENT

Palmer's Position Now Held Precarious.

COOLIDGE CONCERNED

Commissioner Haney Refuses to Budget 'From Stand Taken on Board Policy.

Washington, D. C.—Shipping board affairs have reached a critical point, with the question of whether Leigh C. Palmer will be retained as president of the fleet corporation the issue.

The long-existing disagreements between Mr. Palmer and a majority of the board have developed to the degree that President Coolidge has taken a hand in the situation and indications are that a solution of the problem will be attempted shortly.

The board, which has had numerous disagreements among its own members, has found itself continually at odds with Mr. Palmer on policies of administration. These have involved terms for sale of ships and lines, the number of ships which should be kept in operation, and the relative merits of expanding operations at the expense of economy.

In the background has stood an apparent feeling of some commissioners that in delegating powers to the fleet corporation, the board had in effect abdicated functions conferred upon it by law.

Indicating his direct interest, Mr. Coolidge summoned Commissioners Plummer and Hill to the White House. Previously he had discussed the situation with Chairman O'Connor of the board. On his behalf it was later stated that the chief executive had reached no conclusions but was concerned in the administration of the \$350,000,000 government property for which the board is trustee and wished to aid in the solution of the board's difficulties.

At the same time, it was stated for Mr. Coolidge that there was considerable doubt whether the board could be directed at all in the administration of its affairs on the ground that it was an independent bureau under the jurisdiction of neither the executive nor legislative branches of the government.

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\$350,000,000 TAX CUT PROPOSED BY SMOOT

Washington, D. C.—After declaring that the aggregate of tax reduction should be limited to \$350,000,000 Senator Smoot, republican, Utah, chairman of the senate finance committee, in a statement Saturday pledged his support specifically to tax cuts which, according to unofficial estimates, would represent a total of more than \$440,000,000.

Senator Smoot did not include any estimates as to the loss of revenue resulting from the different proposals in his scheme, which was prepared for publication in the Nation's Business, the organ of the chamber of commerce of the United States. Unofficial estimates would make it appear that if all the Smoot proposals were incorporated in the new revenue bill taxes would be reduced by almost double the amount.

Proposals favored by Senator Smoot, together with unofficial estimates obtained from other sources as to their effect on revenues, are as follows:

Reduction in surtaxes to a maximum of not more than 25 per cent, or preferably 20 per cent, \$100,000,000.

Reduction in normal tax rates now ranging from 2 to 6 per cent to from 1 to 5 per cent, \$100,000,000.

Absolute repeal of estate taxes, \$100,000,000.

Repeal of automobile excise taxes, \$125,000,000.

Repeal of admission taxes, \$30,000,000.

Reduction of corporation earnings tax from 12 1/2 per cent to 10 per cent, \$185,000,000.

Grand total, not including other excise taxes which Senator Smoot says should be repealed, but to which he does not refer specifically, \$640,000,000.

Two Hurt as Home Burns.

Orchards, Wash.—M. M. Farley and Fred Gilson suffered painful burns in a fire, starting from the explosion of a kerosene lamp, which destroyed the Farley home here Saturday night. The lamp exploded in Farley's hands and the entire lower floor immediately became a mass of flames. Gilson, trapped on the second floor, leaped through the flames to safety. Mrs. Farley and the two children escaped uninjured.

Silk Stockings Barred.

Walla Walla. — Girl students at Walla Walla high school discovered this week that the student board of control meant business in its pronouncement against wearing silk stockings to school. More than a dozen were called before the board it was announced Saturday and warned to purchase cotton hose under penalty of being sent to the "Pee" rooms. Simple gowns also are required.

STATE NEWS IN BRIEF.

Baker — The Belvedere hotel at Sumpter, built in the old boom days of half a century ago, was destroyed by fire between 11 and 12 o'clock Saturday night. The origin of the fire was not learned.

Salem—Members of the state board of control have completed the task of signing highway bonds in the amount of \$2,000,000, which were issued recently to redeem other bonds of equal amount bearing a higher rate of interest.

Eugene — Mildred Hamilton, 11, daughter of Mr. and Mrs. J. M. Hamilton of this city, was burned perhaps fatally late Friday when her clothing caught fire from a candle with which she was playing.

Salem—Fred Koster was killed instantly Friday night, when his arm was torn off and he was thrown violently against an enslave cutter which he was operating. The accident occurred at the Peter Koster farm near Monitor.

Salem.—High school students who refuse to sign a pledge that they will not join or take part in any secret society within the schools here will be suspended or expelled, according to announcement made by school authorities Friday.

Myrtle Point—Pilot Smith's leg was broken and Don McCullough, his passenger, was injured when Smith's plane made a forced landing at the Coos and Curry fair grounds Saturday night. A shortage of gasoline necessitated the landing.

Culp Creek—Fire of unknown origin destroyed the home of William Ernschaw, near here, at noon Saturday. Mrs. Ernschaw was alone with her children at the time and in an effort to save her baby she was badly burned and the child may die.

Klamath Falls—Another posse outfitted and provided by the Klamath county court left here Saturday for Huckleberry mountain in a final effort to find some trace of Martin Owensby, Merrill rancher, who has been missing for the past nine days.

Salem—Lute Savage, guard at the Oregon penitentiary, who was shot and seriously wounded when Tom Murray, Ellsworth Kelly and James Willos made their sensational escape from the institution August 12, is reported to be in a precarious condition in a local hospital.

Salem—Dedication of the new Elks' temple here has been set for November 7, according to officials of the order. Judge Lawrence T. Harris of Eugene will give the principal address. Lodgesmen from Oregon, Washington and Idaho will attend the ceremonies. The temple cost approximately \$175,000.

Portland—One of the upside-down pipes that has done so much to spread the fame of Vice-President Dawes arrived in Portland Saturday, a gift from General Dawes and a memento of his recent visit here. John M. Scott, assistant passenger traffic manager of the Southern Pacific, was the recipient.

Salem — Following organization of the Oregon Linen Mills, Inc., here Friday, the selection of a site for the plant has been placed in the hands of experts. The corporation has capital stock of \$640,000 and will manufacture only high-class linens. T. B. Kay, state treasurer, is president of the company.

Eugene.—A carload of 16,000 pounds of pyrotol obtained from the government for blasting purposes has arrived at Junction City and is being distributed among 49 farmers of that section, according to O. E. Fletcher, county agent. A carload of the explosive arrived in Eugene a short time ago and has been distributed.

Harrisburg—This city and country claimed quite an array of prizes at the county fair at Albany the past week. The city's exhibit won second place among the towns of the county. Charles Kizer, Oxford sheep breeder, east of town, was there with his usual flock and won champion ewe and firsts in every entry but two.

Hood River — With apple harvest well under way, orchardists have cut their pre-harvest estimates of tonnage more than 25 per cent. As early as Monday the Hood River traffic association reported to officials of the Pacific Fruit express that the crop here this year would reach 2600 cars. Later this estimate was cut to 2000 cars, approximately 50 per cent of the tonnage of 1924.

Marshfield—Searching parties have failed to find Charles Smith of Brookings, who disappeared 12 days ago while picking berries in company with a friend. The men became separated and the friend returned alone. It is thought Smith may have died somewhere in the woods, as he was not of strong constitution and had been known to have sinking spells. Several searches have been made for the missing man.

Roseburg—Plans for a city produce market, operated by the farmers of the county, are being considered as a part of the Home and Land Products show being held this week. C. J. Hurd, market specialist of the Oregon Agricultural college extension department, was one of the speakers on the program in connection with the land show, and he stressed the value of such a market in increasing local consumption of home products.

ROAD BUILDING

ROAD UPKEEP COST ELEVEN MILLIONS

Ohio will spend close to \$11,000,000 this year in the upkeep of the 10,000 miles of inter-county highways designated as state routes. Of this amount, slightly over \$8,000,000 will be derived from county funds, while the remainder will come from state funds.

In addition to the \$11,000,000 for maintenance, \$124,000,000 is to be spent in new highway construction through the combined efforts of federal, state and county governments.

This combined maintenance and construction cost, totaling \$23,400,000 does not represent the total expenditure on Ohio highways for the year, for it does not take into account tens of thousands of dollars spent by counties and townships in the upkeep of roads of lesser importance. Neither does it take into account the expenditures of cities in paving and maintaining their streets, many of which are used by through traffic.

There are 85,000 miles of public roads in Ohio outside of municipalities and 12,000 miles of streets in Ohio cities. Out of total thoroughfare mileage of 97,000 miles in the state, 10,000 miles comprise the inter-county highway system, 6,000 miles of which are kept up by the state.

When the budget was made up for the maintenance and repair of state highways, the availability of gas tax funds was not yet assured, so the budget was based on funds outside the revenue from the new 2-cent tax on fuel. Gas tax money has begun to come into the state treasury so that at present there is available \$1,700,000 more for maintenance and repair of highways than the budget estimate took into account.

The gas tax revenue will be used in various places over the state as it is needed at points not already provided for in the budget. H. J. Kirk, chief engineer of the bureau of maintenance and repairs, said. In 1923, Kirk estimates, there will be still more money available.

Ohio is enabled to spend nearly twice as much for the maintenance of state routes in 1925 as it was in 1921 and more than \$4,000,000 more than it was able to spend in 1924.

The increased expense is necessary, Kirk points out, because the state is now confronted with the proposition of rebuilding roads constructed years ago, and now worn out or inadequate for present-day traffic.

Wider Roads Are Needed to Handle Motor Flood

The marked congestion of motor vehicles on roads and streets, together with the fact that automobile factories have been turning out cars faster than crews have been building pavement enough to park them, has elicited a lively discussion of the future of the automobile. With a registration of 17,500,000 cars in the United States and a factory output in 1924 amounting to 4,000,000 cars, the problem assumes proportions of first magnitude.

As the Glens Falls (N. Y.) Post-Star views the situation "there can be but one answer to the question—more roads, and that means, very largely wider roads." Quoting further:

"The task of road building which started with the advent of the automobile has only begun. It will not be ended for years to come. There is no other solution. The increase of automobiles cannot be stopped. People will buy them and run them as long as they have money. The highways must be expanded to accommodate the traffic. Traffic cannot be cut down to fit the highways. It is fast overburdening them. The program of road building must be hastened to keep pace with traffic, or confusion will ensue."

The Engineering News-Record, a leading engineering construction journal, believes that no one can see the congestion in our city streets and on our country highways without realizing that "the saturation point of automobile production is not going to be measured by the purchasing power of the people but by the capacity of our highways" and advises the automobile manufacturer to do all he can to help get new roads and streets if he wants to keep his market for automobiles unimpaired.

Surface for Earth Roads

Development of earth roads will be the subject of a nation-wide investigation to be conducted under the auspices of the highway research board. Prof. S. S. Steinberg of the University of Maryland has been made acting secretary of the investigation. The object is to find an inexpensive surface that will carry intermediate traffic at low construction and maintenance cost.

To Relieve Traffic

In order to relieve motor traffic between New York city and Washington, D. C., the Lee Highway association perfected plans for a wide boulevard connecting the Arlington Memorial bridge to be erected over the Potomac, and the bridge which is to be erected over the Hudson river connecting Manhattan island and New Jersey at One Hundred and Seventy-eighth street in New York city. Officials of the association are already conferring with government officials on the subject.

Paves Dixie Highway

Broward county, Fla., has just completed paving a stretch of 25 miles of the Dixie highway which parallels an equal distance of Broward county ocean beach. Thousands of motorists en route to Florida points will now find on the Broward county stretch of the Dixie highway a wide asphalt road as smooth as a floor. During the past 18 months this Florida county has built 58 miles of bituminous roads and boulevards.

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