

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.

Superior court Judge Lewis hereafter will not order alimony payments to childless wives, he announced in hearing an alimony case in Chicago, Friday.

Two men were killed and another was seriously injured at Graham, Ont., Saturday when two trappers ran amuck. Raoul St. Germain was arrested, charged with murder.

Representatives of the United Mine Workers Sunday accepted "as a basis of settlement" the plan submitted to them by Governor Pinchot ending the present suspension of hard coal mining.

Four men and three women were killed Saturday night when an automobile was struck by a Michigan railway interurban train at Grand Rapids. The accident occurred at a crossing.

Traveling at terrific speed, a runaway freight train was wrecked, two of its crew were killed and one was injured Sunday on the middle division of the Pennsylvania railroad near Altoona, Pa. The brakeman escaped death by running back on top of the train.

The United States destroyer McCormick left Manila Saturday for Shanghai on account of threatening conditions in China. Three other destroyers are held in readiness to proceed to China.

Ears exist again. Women's listening-in sets have returned to fashion. The latest style of haircuts and coiffure reveals the feminine ears in all their stark and bare glory, with the hair brushed back and around them says a Paris dispatch.

Two men are dead and one injured as a result of a cave-in Friday at the clay pit of the Moscow, Idaho Fire Brick & Clay Products company at Joel, six miles from here. D. K. Kinholz, 26, and P. J. Komp, both of Moscow, were killed and Carlo Cirrucci was injured.

The comic strip is the great American indoor sport; statistics have proved it. Four-fifths of all Americans between the ages of 4 and 24 follow the doings of the Gumps or other actors on the paper stage of the daily and Sunday journals says a Chicago dispatch.

Tossed into a boiling pool of liquid fire when a huge moonshine still in the house exploded Friday, Shirley Anderson, 2-year-old daughter of Mr. and Mrs. George Anderson, of Sacramento, Cal., was in the county hospital hovering between life and death as a result of injuries and burns.

A theory that sleep may be the result of nothing more than intoxication and that by cultivating better habits humanity may lessen the hours so spent was advanced in Washington, D. C. Saturday by George Washington university scientists who conducted a recent test on eight students.

Early construction of both the lakes-to-the-gulf deep waterway and the St. Lawrence seaway is urged in his annual report by Secretary of Commerce Hoover as part of a far-reaching program he outlines for the elimination of waste and increase of efficiency in industry and commerce.

The horse and mule casualties on the western front during the world war, distinct from accidental injuries, is placed at 120,886 killed and injured in the official history of the veterinary services. Of this number, 178 were killed and 1868 injured by gas and 51,368 were killed and 67,532 wounded by gunshot.

Gales, tidal waves and cold of unprecedented severity were reported Saturday from many European centers. The southern Italian coast has been swept by a tidal wave and several towns in Calabria have been devastated or inundated by the force of the waters. Sicily also has suffered from the terrific storm which has raged for many hours.

Assurance that the United States is prepared to raise and equip an army of 4,000,000 men if needed, "more rapidly, more completely and more economically than a new army of that size has ever been equipped before," was given Saturday night by Secretary Davis of the war department in an address before the Union League club in Philadelphia.

With all the daring of seasoned robbers, two women walked into the First State bank in Renner, S. D. Saturday, held up the cashier, picked up \$500 in silver and disappeared in an automobile. H. S. Wilkenson, cashier of the bank, and others said the women were about 25 and 35 years old, with black bobbed hair. The younger was described as "rather good looking."

YEAR-ROUND WORK URGED

Seasonal Idleness Bane of American Worker Says Labor Report.

Washington, D. C.—Improvement of relations between employers and workers, with an absence of unemployment and a diminution in strikes was declared Monday in the annual report of Secretary of Labor Davis to have been an outstanding feature of the past year in industry.

With the pressure of major industrial emergency removed, he said the department had been able to give constructive thought to the improvement of its work in controlling immigration, aiding labor and promoting the public welfare.

Mr. Davis sketched a possible line of future attack on the problem of overproduction in industry, which he held responsible for much part-time and seasonal employment of workers. No mention of the anthracite suspension was made in the report, which covered the fiscal year ending with last June.

"One of the great elements of the problem of unemployment is the present overdeveloped state of some of our larger industries," he said. "Our productive machinery and equipment in many of these industries cannot run 300 days per year without producing a stock that cannot be sold in this or any other country. As an illustration, the census lists 1570 boot and shoe factories; of these 227 or 14 1/2 per cent produce 65 per cent of all shoes produced, and if they should run full time they would produce 95 per cent of all shoes now produced and sold. In other words, 14 1/2 per cent of the factories, employing 60.4 per cent of the workers, could, with steady work for 300 days a year, produce all the boots and shoes we need."

"Take the flour mill industry as another example. . . Here we have perhaps the worst situation of all; 2.8 per cent of the plants, employing 42 per cent of the whole number of workers engaged in the industry, produce 62 per cent of the output, while 55 per cent of the establishments produced but 12 per cent.

"Go down the line and in nearly every industry you will find the same appalling state of affairs. But it is no use to consider the disease unless we make some attempt to discover the remedy. A generation ago our people were frightened by the term 'combination' or 'trust.' Most of the protest that went up against these new combinations came from the very people engaged in superfluous industry. Now we see the fact more clearly. The combination tends to wipe out overdevelopment and the wasteful unproductive.

"I do not advocate a movement toward monopoly or trust such as were conceived in the minds of protestants a few years ago; not a single control or factory in each industry, but a cutting down of the number to the point where each establishment upon a competitive basis could operate at least approximately 50 weeks in each year.

OFFER OF MILLIONS MADE TO EX-KAISER

Berlin.—Thirty million marks in cash (about \$7,150,000), 150,000 acres of agricultural land and forests, three palaces in Berlin and one in Babelsberg, together with some Berlin house property, all furnished, is the price the Prussian ministry of finance has agreed to pay as compensation to Emperor William, who has put forward claims amounting to hundreds of millions of marks.

The Prussian state retains the so-called crown castles with their historical furniture and gardens, all works of art in the Berlin museum and the Schacht gallery in Munch and the crown jewels. Prussia also will have at its disposal the Hohenzollern library and archives, the former royal theaters and their endowments, about 70,000 acres of lands and forests, house property in Berlin and Potsdam, as well as the revenue from former crown estates.

Actress' Things Sold.

Los Angeles, Cal.—The resounding voice of an auctioneer Monday furnished an echo to the quarrel between Mary Miles Minter, ex-motion picture actress, and her mother, Mrs. Charlotte Shelby. Furnishings of Casa de Margarita, the 40 rooms of Mrs. Shelby and once also the home of Miss Minter, went on sale at public auction, Mrs. Shelby having expressed her intention of renting the mansion and moving into a bungalow.

9 1/2-Foot Cougar Killed.

Oregon City, Or.—A monster male cougar, measuring nine and one-half feet, and weighing 170 pounds, was brought here Monday by Theodore Kopper of Welches. Kopper shot the animal Saturday while hunting. The animal had a fight with a porcupine just before Kopper shot it and its face was pierced with the porcupine needles, which the cougar was trying to extract with its claws when Kopper appeared.

London.—The Westminster Gazette says an exceedingly grave situation has arisen regarding the dispute between Great Britain and Turkey over the Mosul frontier. There is serious danger of war, the Gazette declared.

Salem.—H. L. Hasbrouck and Lottie L. Hasbrouck of Hood River have filed application in the office of the state engineer covering the appropriation of water from Indian creek for the development of five theoretical horsepower in Hood River county.

INHERITANCE RATE IN TAX BILL TARGET

Move Starts to Reconsider Retroactive Reduction.

SUPPORT IS SOUGHT

Amendment Held Needed to Insure Passage; Fight Looms for Auto Levy Repeal.

Washington, D. C.—A move to reconsider the provision in the tax reduction bill proposing a retroactive reduction on inheritance tax rates, will be made when the house ways and means committee meets Wednesday to ratify minor changes in the measure worked out recently by a subcommittee.

Although the committee has voted unanimously to report the bill to the house, proponents of the retroactive cut in inheritance rates are wavering under considerable pressure from house members against this provision.

As a result they are prepared to yield on this point, believing that this provision amended, the non-partisan measure will be approved by the house without important changes. This provision would have wiped out the increased inheritance rates carried by the 1924 revenue act and substituted the lower rates in the 1921 act.

If this proposal is eliminated it is not believed any considerable fight will be made against the cut in inheritance levies now carried. Likewise, it is not expected that the treasury will force an issue on its recommendation for complete elimination of the inheritance tax.

Elimination of the retroactive inheritance provision would cut the loss in revenue proposed by the bill from \$336,000,000 to \$316,000,000 annually. There will be an attempt, if this provision is wiped out, to make some further reductions on the stamp taxes, principally those levied on grain exchange sales and on deeds and conveyances.

A stubborn fight is brewing for a repeal of the automobile passenger car tax, which the committee voted to cut from 5 to 3 per cent. This probably will constitute the main contest against the bill when it is considered by the house.

Women Robbers Taken.

Sioux Falls, S. D.—Prison cells Saturday night housed South Dakota's first women bank robbers—a mother of 40 years and her 19-year-old daughter.

Mrs. Catherine Rogers and her daughter, Zera, confessed that need of money prompted them to hold up the Renner State bank yesterday and take \$390 in coins.

Officers took them in custody today at their home just east of town, where they live with their husband and father, a disabled world war veteran.

Wheeler Case Pleaded.

Washington, D. C.—Counsel for Senator Wheeler of Montana and Edwin H. Booth, ex-solicitor of the interior department, Friday attacked in the District of Columbia supreme court the indictments returned here charging them and others with conspiracy in connection with oil prospecting permits in the senator's home state.

The argument will be renewed Monday. The indictment charged conspiring to defraud the government out of 10,000 acres of the public domain in Tootle county, Mont.

Sunday Paper Target.

Seattle, Wash.—Responding to a letter received from Mrs. Bertha Harris of the Women's Christian union in Spokane, asking prohibition of the sale of Sunday newspapers with magazine sections, Prosecutor Colvin of King county advised her "to take it up with the prosecutor in your county."

In his letter to Mrs. Harris, Colvin suggested this action "if you have any specific complaint of any particular newspaper."

Early Mailing Asked.

Washington, D. C.—The annual Christmas appeal to "mail early" was issued Sunday by Postmaster-General New, along with the announcement of plans to expedite the service.

The people of the United States, he said, have it within their power to adjust the enormous holiday burden on clerks and carriers so that they, too, may enjoy the season. "Do not wait until tomorrow; start today!"

Fate of Ship Unknown.

Port Elizabeth, South Africa.—The fate of the British steamer Competitor (2216 tons) from Port Natal for Las Palmas, Canary Islands, was still unknown Sunday night. The Competitor yesterday was sending out SOS calls about 75 miles south of Algoa bay.

One of her lifeboats, containing three Europeans, two Arabs and one Malayan, has reached shore near the mouth of the Bushmans river.

STATE NEWS IN BRIEF.

Cove.—Mayor Trippier, who has spent four months at his camp on Big Dinam for his failing health, was able Saturday to resume the lesser duties of his office.

Pendleton.—Within two more weeks, if the weather stays mild, the remaining 30,000 cubic yards of gravel for the big mound that is McKay dam will have been hauled into place and packed down, according to government engineers who are in charge of construction.

Salem.—J. Lyman Steed, assistant superintendent of the Pennsylvania state school for the deaf, Friday was elected superintendent of the Oregon deaf institution to succeed O. L. McIntire.

Salem.—The state irrigation and drainage securities commission has extended for a period of six months state guarantee of interest on bonds in the amount of \$400,000 voted by the Eagle Point irrigation project for development purposes.

Eugene.—Work is proceeding at a rapid pace on the first unit of the Southern Pacific terminal shops here, with more than 100 men and 40 teams at work clearing, grading and constructing side tracks on the site northwest of the city.

Toledo.—A fire started in the kitchen of the Siletz hotel at 5 o'clock Friday morning, destroying the hotel and butcher shop owned by Grant King, and the store belonging to Walter Hall, the total loss aggregating \$25,000 with a possible \$10,000 insurance.

Baker.—A 1600-foot development tunnel is being driven at the old Paisley-Elkhorn mine, a once famous gold producer. The tunnel is in more than 600 feet. Jack O'Keefe, superintendent of the company, who was a Baker visitor, said it was expected that more than 300 feet more will be run this month.

Tillamook.—The actual survey of the Wilson river road started on the Tillamook end of the route last week. A party of 16 state highway engineers with C. R. Burns, locating engineer for the state highway commission, in charge, has been in Tillamook during the past week engaged in preliminaries for the week.

Medford.—According to reports from the Pelican bay timber sale area of the Crater national forest, 45,000,000 board feet of timber were sold in that area this year, an increase of 10,000,000 over 1924. The timber, which is yellow pine, is logged systematically, 20 per cent of the thirty stand being allowed to stand for reforestation.

Portland.—Apple exports during the first three weeks of November amount to 232,426 boxes, and in the past week there were two shipments of apples, one on the Drechtlyk of the Holland-America line of 26,578 boxes, and the other on the Albion-star of the Blue Star fleet of 66,263 boxes, so the traffic department of the Port of Portland commission reports.

Roseburg.—A proposal to vote a 1-mill levy for a period of four years to construct a new courthouse and jail building will be submitted to the voters of the county at the primary election, a recommendation to that effect having been adopted Saturday by the Douglas county taxpayers' league. The courthouse has been condemned as a fire trap by numerous grand juries.

Pendleton.—About 50 per cent of Umatilla county's 1925 crop of wheat, which amounted to about 5,000,000 bushels, has been sold to date, according to estimates made by local buyers. The movement has been gradual throughout the season with no furies to heavy selling. About 60,000 bushels sold Friday at prices around \$1.40 a bushel net with some bringing slightly more.

Gold Hill.—That Gold Hill will continue as the limestone center of Oregon, in addition to its gold, copper and quicksilver mines, timber and fruit, is evidenced by the announcement that the Beaver Portland Cement company will immediately expend \$400,000 in making extensive improvements on its cement plant at Gold Hill and limestone quarries at Marble mountain with a view of doubling the present capacity of these plants.

Portland.—First logging of the proposed air mail route between Portland and San Francisco was completed Saturday when Vern C. Gorst, who has the only bid before the postal department in Washington for carrying air mail on this route, and R. B. Patterson, the pilot, commercial aviator at Santa Cruz, Cal., arrived in Portland by airplane. They left San Francisco a week ago and had a delightful trip, according to Mr. Gorst, who with Mr. Patterson registered at the Imperial hotel.

Baker.—The cutting of the south vein at the Poorman property of the Mother Lode holdings is another proof of the great extent of the eastern Oregon copper belt. A cross-cut tunnel from the Poorman level, a distance of 450 feet, broke into the south ledge early in the week and has penetrated the vein more than ten feet, with the hanging wall yet to be reached to show the full width of the vein. The depth at this point is about 200 feet. Assays run in Baker give values of \$22.40 a ton, copper, gold and silver, with copper content running up to 9 per cent.

GOOD ROADS

HIGHWAYS MUST BE BUILT FOR FUTURE

The "saturation point" for automobiles and trucks in this country does not depend upon the ability of the American people to buy more automobiles and trucks, but upon the capacity of our roads to accommodate the more than 17,000,000 motor vehicles now being driven, and the additional number being produced and sold. To provide room on our highways for this vast number of automobiles and trucks, there is only one solution—more roads and wider roads. To meet this problem, paved roads have come to stay.

Both drivers and pedestrians have experienced congested, impassable roads. Not only paved roads, but unpaved roads are inadequate for present needs. There is no economy in cheap, unpermanent construction. Such roads are deceptive. We deceive ourselves into thinking that we will build permanence when we have more money, when our governmental expenses are less, when our revenues are greater. But in the meantime we spend vast sums for repairs that perish, for maintenance that mounts daily, for transportation costs far in excess of the amount we would spend in the long run for permanent construction in the beginning.

We collect and spend millions of dollars in the construction of roads. In 1924 this country spent approximately \$105,000,000 on the construction of concrete roads alone. Additional millions were used for roads of a less permanent character. If these huge appropriations are to be handled wisely, we must plan for roadways which will not have to be relocated, which will not make purchase of new rights-of-way necessary, we must build bridges which will carry future traffic, and pavements which will stay laid no matter how congested the traffic becomes, no matter how heavy the loads imposed upon them, and no matter how ruthless the passing seasons.

The pressing need for more and wider paved roads has grown with increasing rapidity. No part of the country is immune from the problems of motorized traffic. Everyone benefits from road improvements if these improvements are permanent—the motor vehicle owner, the merchant, the manufacturer, the farmer. It has been said that those who use the roads should shoulder the burden of their construction and maintenance. But this idea is fallacious. The problem goes deeper than that. Every member of a community benefits in some way from paved roads, and hence the financial burden should be assumed by the entire community.

Larger and more evenly distributed yearly trade follows the paved road; outside money flows in over the easy pathway of the paved road, and the community prospers. Property values advance, and products of the farm, daily accessible to market, bring higher prices.

Owners of motor vehicles come into direct contact with the roads they are paying for. They see miles of cars creeping along, halting, stopping, slowing down. And for this there is little need. Such conditions exist only because we have been building for the present and not for the future.

Many counties and states are facing this problem with open eyes. No sooner is a road paved than traffic seeks out that road and fills it from curb to curb. It is the same everywhere. The paved road, as we know it today, does not relieve traffic. Rather it is a magnet which attracts to itself ever increasing numbers of motor vehicles. For the 17,000,000 cars which are registered in this country today, there are but 50,000 miles of hard-surface road available for travel. More than 340 cars to the mile, one car every 15 feet if strung single file along the roads. And every one of these 17,000,000 car owners is seeking these few miles of hard-surfaced roads. Less favorable roads may be there, but they are deserted.

These roads are sought because of the known and definite advantages of travel over their even surface. We need more and wider paved roads and we will build them; but they must be paid for. As Melvin A. Traylor, president of the First National bank of Chicago, said in his address to the forty-ninth annual convention of the American Bankers' association, "Our mounting debt may be tremendous, the taxes we pay may be burdensome, but the debt out of proportion to our wealth and our ability to pay? Much of our recent debt has been for good roads. In most parts of the country these cost in the neighborhood of \$25,000 a mile, but they add immediate increased value of \$10 to \$25 per acre to every foot of land they traverse."

Want Safer Highways

Legislation to improve safety on the highways has been introduced into 38 state legislatures—since January 1. This legislation will increase to 23 the number of states which require that all drivers of motor vehicles shall be licensed. Fourteen more states will require licenses for drivers of vehicles for hire, while there would remain 11 states without operators' license law. Twenty-two states require some examination.

Cut Highway Costs

Engineering study is developing lower cost methods of building highways, according to a recent report of the highway research board. One instance is the use of the thickened ledge in the design of concrete roads. By this design a saving has been made of about 350 cubic yards of concrete per mile. At \$10 per cubic yard, this is a saving of \$3,500 per mile. About twenty-four states have adopted this new design.

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