

LUMBER CODE WINS BACKING IN OREGON

Even Those Adversely Affected by Program See Need for Its Reform Effect.

Ralph W. Page, son of the Ambassador to Great Britain during the World War, is touring the country investigating the attitude of people toward changing conditions and the workings of N. R. A. In the following article he describes conditions in Oregon.

BY RALPH W. PAGE.

PORTLAND, Oreg., November 16.—The President's order to purchase gold at a rising price caused the greatest bewilderment in Oregon financial circles. In other circles it caused no comment at all, except the usual delight in a novelty. "He's smart, that fellow," bankers quailed utterly to satisfy the newspaper queries. The richest man in town was on the telephone to New York, endeavoring to learn where to put his money. The combined wisdom of all authorities could arrive at no better answer than "short-term Government bonds."

The industries of Portland, Boston of the Pacific, are just settling down to the study and operation of the lumber code, which covers the loggers and sawmills. Lumber and allied industries aggregate 65 per cent of all Oregon business. This code was worked out by the largest operators and the best minds in a drastic attempt to help a very sick business. Anticipating a jubilee, dealers all over the country stocked up on lumber last Spring and started a hectic activity on the Columbia River that is fast fading out. Not only does the code raise wages and cut hours, but the committee in charge cut production, and each territory is allotted a limited amount.

Unbalanced Activities.

Necessary and advantageous as this may be for the whole trade, it is being violently the operating habits and welfare of individual concerns. Some mills had the lion's share of the orders, and were running day and night. Others had been shut down for months. Some had contracts that required their full time capacity. Others, on the edge of receivership, could not survive the wage increase.

All agree that on the whole the surgery is probably beneficial, but, at the same time, there is a great deal of well-discussion. One lumber company appealed to the West Coast Lumbermen's Association to increase its quota so it could fill orders on hand. This being denied, it shut down. Such appeals occupy most of the time of the Allotment Committee. The mills that were running two shifts had to turn the second shift off. The little marginal mills grabbed their quotas, and these extra workmen, and sent up a paeon of praise.

Quota Causes Shut-Down.

Louis H. Mills, owner of the Tidewater Lumber Co., logging Douglas fir, who gives his spare time to the over-worked Labor Committee, states: "Our market, the farming country West of the Mississippi, is shot. When the code came in our concern was still handling 9,000,000 feet a month. We were allotted 7,000,000. The result is that we get through before the month is up, and have to shut down the next month. Then they say the men can work only 40 hours a week. But loggers are a long way from town, and men in the woods can't regulate their jobs to stop on the minute—and the work can't be done in winter, when the boilers freeze. So, though they mean well, in practice this time schedule isn't so good for cutting logs in canyons."

Almost all parties concerned are taking these trials and changes cheerfully. But there's an interminable job setting what is overtime and what is emergency—half the occurrences in a logging camp are emergencies—and explaining this new mode of life to both operators and men. Still, something has to be done. The consumption of fir has shrunk from 35,000,000,000 feet to 11,000,000,000 feet a month. The men who framed this tried with honesty and with ability to create something to save the situation. We're all yelling, but we'll stay with the plan.

Pay Well Benefits Small.

"This code hasn't helped employment yet. The wage per day is higher, but there are fewer days. It can't help it until the use of lumber increases. And the wage increase until building increases."

However, the appearance of some construction is beginning to break the gloom. The Fir-Tex Insulating Board Co., running in four shifts, jubilantly tells the world it has a contract from Uncle Sam for 1,000,000 feet of lumber for winter camps for the conservation boys. The loggers may find their quotas low at that. At all events the prices are up 20 to 25 per cent. This leads to another adjustment. What of contracts at old prices? The loggers say, "N. R. A. up to us, they go." A Seward mill says that this is welcome, and that it will have its old contract price or shut down and send 500 men to the scow house.

But the story of the furniture factories is otherwise. Great is their rejoicing. The recovery is complete. The large Doernbecher Manufacturing Co., maker of household suites, employs more men than any one in Portland. It is running in three shifts and cannot fill all orders. The N. R. A. flies at the topmost peak.

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MONTEVIDEO PARLEY TO HEAR VOTE PLEA

Mexican Woman Suffrage Leader

Will Carry Fight to Session as Envoy.

By the Associated Press.

MEXICO, D. F., November 16.—Margaret Robles de Mendoza of Mexico will carry to the Pan-American Conference at Montevideo the fight for women's suffrage she has waged here for years. She began her public activities in 1915 when she was given a prominent post in the office of the secretary of public education.

Since then she has held other government posts and in lectures, pamphlets and newspaper articles in many countries of South America she has fought for equal political rights for women. Success seems nearest in Mexico. The Chamber of Deputies recently promised to consider a proposal that working women be given the vote.

As a delegate to the Montevideo Conference from Mexico she will lead a strongly supported movement for women's suffrage.

SIGNS MOVIE CONTRACT

Henrietta Crossman, Stage Star 40

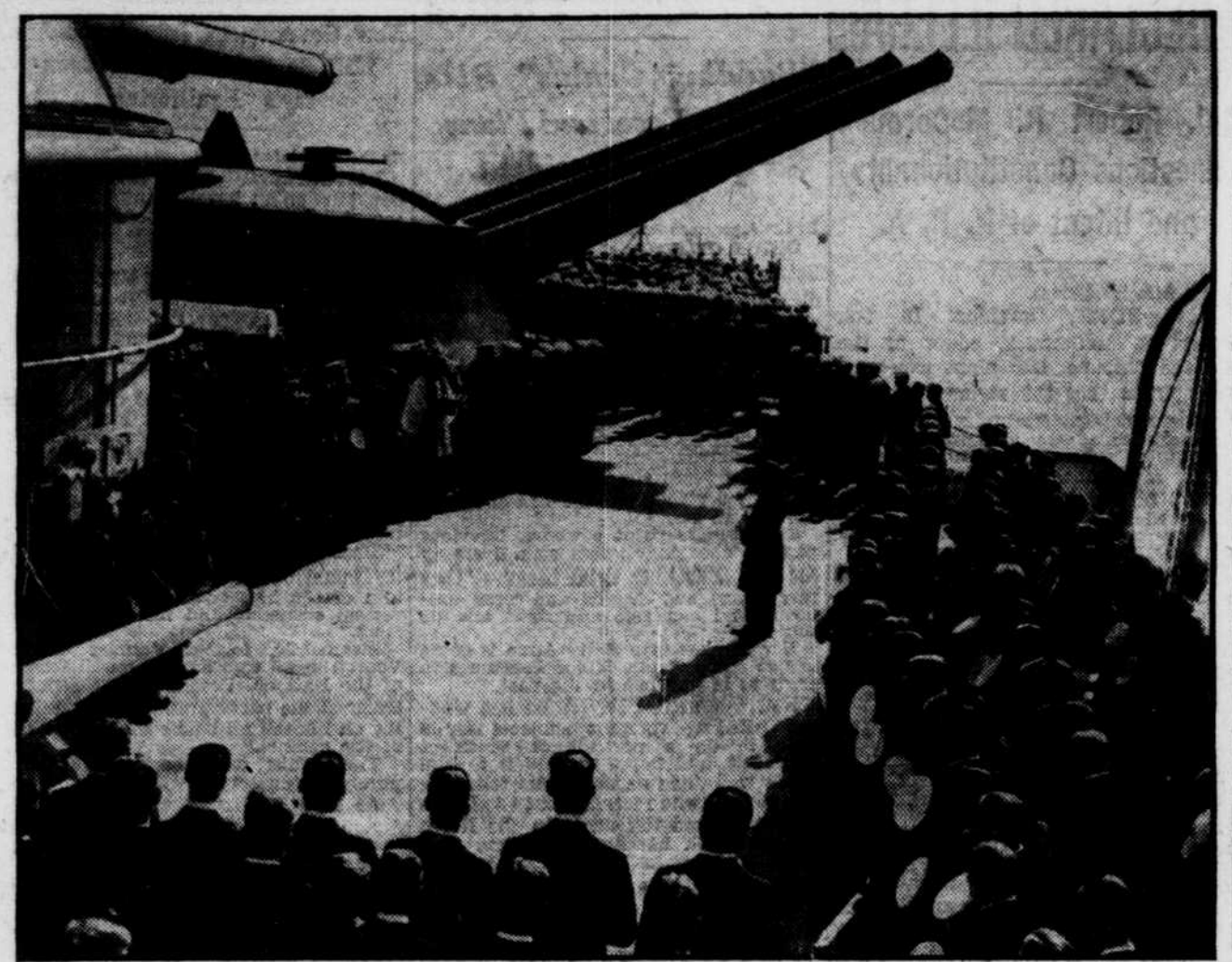
Years, Goes to Hollywood.

HOLLYWOOD, November 16. (AP)—Henrietta Crossman, who was elevated to stage stardom in 1930 when she played Nell O'Brien in "Miss Nell," at the Bijou Theater in New York, was signed today by Fox Studios to a long-term contract.

Miss Crossman has been on the stage for nearly 40 years, and recently made her first appearance before the camera.

Funeral Rites for Admiral McLean

SERVICES HELD ABOARD SHIP ON WHICH HE DIED.



FUNERAL services for the late Rear Admiral Ridley McLean, commander of Battleship Division No. 3, who collapsed and died aboard his flagship, the Nevada, in San Francisco Bay, November 12. The services were conducted by Chaplain Frank W. Lash aboard the Nevada.

BUTLER'S ORDERED TO FLEET DIVISION

Washington Navy Yard Commandant Named to Succeed McLean.

Rear Admiral Henry V. Butler, commandant of the Washington Navy Yard since April, 1931, today was ordered by Secretary Swanson to command Battleship Division 3 of the Battle Fleet.

The Navy Department said that he would leave immediately and that no successor here has yet been named. In the meantime, Capt. Frank D. Berrien, captain of the yard, will be the acting commandant.

Admiral Butler will succeed Rear Admiral Ridley McLean, who died aboard the flagship U. S. S. Nevada on Sunday evening and whose burial in Arlington National Cemetery is scheduled for Monday.

Before assuming the post of commandant here Admiral Butler was a member of the General Board at the Navy Department and prior to that duty he was commander of aircraft squadrons of the battle fleet.

A native of Paterson, N. J., where he was born March 9, 1874, Admiral Butler was appointed to the Naval Academy from New York and graduated in 1895. He served aboard the battleship U. S. S. Maine, the gunboat U. S. S. Concord, and during the Spanish-American War he was aboard the cruiser U. S. S. Olympia, flagship of Admiral George Dewey. During the Philippine insurrection, Admiral Butler commanded the gunboat U. S. S. Mindoro.

He served in the Navy Department in 1903-06, aboard the cruiser U. S. S. West Virginia, and in the battleship U. S. S. Maine which replaced the warship blown up in Havana Harbor.

In 1907, Admiral Butler returned to the Navy Department to act as aide to the chief of staff. He subsequently served aboard the battleship U. S. S. Utah and then as captain of the port, Canal Zone, Panama, while Gen. Goethals was Governor. Admiral Butler commanded the mine layer U. S. S. San Francisco in 1914.

He was aboard the World War aboard that ship, he supervised the laying of mines in the North Sea and for it won the Distinguished Service Medal.

Ordered to duty at chief of staff as commander of the Mine Force, he served in that post until January, 1919.

He was back in Washington, the Office of Naval Operations in the department, after the war, and graduated later from the Naval War College at Newport, R. I. He commanded the battleship U. S. S. Michigan subsequently, and in October, 1921, was commander of the Aircraft Squadrons of the Battle Fleet. He was industrial manager of the New York Navy Yard, 1922-25, and then supervised the building of the aircraft carrier U. S. S. Saratoga, and was ordered to command her when some of the ship's other selections.

He obtained the rank of rear admiral in October, 1927, and then became chief of staff to the commander in chief of the United States Fleet. Admiral Butler has taken an outstanding interest in aviation, being one of the first senior officers of the Navy to teach the grade of naval aviator.

MISS ELYOT ACCORDED PRAISE IN VIOLIN DEBUT

"Inherently a Thoughtful, Musically Player," Declares New York Critic.

By the Associated Press.

NEW YORK, November 16.—Byrd Elyot made her New York debut as a violinist at Town Hall last night with an interesting program including Bach's "Sonata in G Major," the Sibelius "Concerto in D Minor," Slavenski's "Sonata Slave," and other selections. Miss Elyot, who won the National Federation of Women's Club prize in Minneapolis last May, was described by the New York Times as "inherently a thoughtful, musically player not yet fully in command of her gifts."

"Moreover, the Times account continues, 'she has superimposed upon a style naturally sound and unostentatious certain effects that she does not truly feel, such as an excessively warm vibration in G string solo work. Her tone is, and usually smooth and her phrasing in good style. Her intonation is perfect in passages where she has the advantage of the Sibelius allegro, in certain harmonies, and in the storming magnificence of the last movement, which was technically not as clear-cut as one could wish.'"

Miss Elyot played "Sonata Slave" admirably, the Times says, and some of her Bach was commendable.

LAUDS MEXICAN SYSTEM

MEXICO, D. F., November 16. (AP)—That Mexico is doing better than other countries in educating the Indian and bringing him to civilization and that the United States could adopt the system used here, is what Dr. Carson Ryan, chief of the Indian Education Bureau of Washington, said before departing for the United States.

Dr. Carson came to Mexico to study the system used in educating the Indian in rural zones and will leave tonight for Washington accompanied by a cultural Bureau, and R. M. Tesinger.

Survivor Tells of Cruel Trip On Arctic in Tiny Open Boat

Drift Across Mountainous Seas in Bitter Gale Left Pair Frozen in Clothes as Solid Blocks of Ice—2 Others Dead.

S. Currie, who drifted two days in an open boat in the Arctic Ocean with Capt. Vic Ingham, after their vessel, the Speed, blew up and sank, tells here the story of his harrowing experience.

BY S. CURRIE.

CAMERON BAY, Northwest Territory, November 15.—We left Franklin on October 20 with a large icebreaker. There were four of us on the Speed—Capt. Vic Ingham, Jimmy Potts, Harry Jebb and myself. There were five men on the scow, George Matthews, Joe Walliche, William Parker, Stanley Hooker and Neil Collins.

We started out with fair winds, but soon struck head winds, and we spent 5 days bucking them. On the evening of October 25, about 4 miles from Cameron Bay, we ran into a terrible, heavy running sea. Both the Speed and the scow were covered with ice. It was impossible to fill our motor boat fuel tanks on account of the thick covering of ice.

Then engine trouble developed and we decided to cut the scow loose. We drifted around all night, our compass not working, and toward morning we managed to clear of some of the ice and fill one of the fuel tanks. All the time we followed the shore-line and fought heavy seas.

Fire in Engine Room.

Finally fate dealt us the cruellest blow of all. Just as night was coming on fire broke out in the engine room. The flames spread quickly, although all the extinguishing fluid had been used. Ingham's clothes caught fire and were burning freely as he and the rest of us fought the flames. I obtained a pail of water and threw it over Ingham. Then as captain of the port, Canal Zone, Panama, while Gen. Goethals was Governor. Admiral Butler commanded the mine layer U. S. S. San Francisco in 1914.

We were forced to leave the ship. We made several attempts to get them out; it was no use, the flames were quickly licking up everything. We had to quit; had to take care of ourselves.

We located an air-inflated rubber lifeboat and went to the Speed and launched it. After another struggle, we managed to get clear of the vessel. It was 2 a.m., and we were adrift on the Great Bear Lake, without any paddles, food or warm clothing, with the gale steadily increasing in intensity.

We were adrift about half an hour when a terrific blast was heard. Waves swept over the sides of our rubber boat and the water froze on us. By morning we were almost ice-bound. We drifted all night. About 7:30 the next morning we were blown on the shore of an island. It was lined by ice 4 feet high. On account of the weather condition we were in, it was with great difficulty that we finally got over the lower ice bank and pulled ourselves up.

Attempting to walk, we both fell on account of our frozen clothes. We kept standing up, trying to walk and falling down and finally did make about 200 yards before we were forced to stop and thaw ourselves out.

Ingham's matches were soaked. After a struggle with my clothes, I finally located a match-head, a candle stub and a pencil in one of my pockets. With these things and a few small twigs, I managed a fire. Ingham's hands and feet were badly frozen. The island was sparsely wooded so we were unable to make a very warm fire.

On October 28, without food of any kind, we set out in a northerly direction in an attempt to find the abandoned barge. We walked all day, but made slow progress on account of our frozen condition. We had dried out Ingham's matches and when we made camp that night we could light the fire. Fortunately for us, the channel between the island and the mainland was frozen over and on the morning of October 30 we set out at daylight and after traveling for about two hours we saw some footprints in the snow.

Find Barge Crew Members.

We followed these footprints all day and just before dark when we were giving up hope we saw the barge crew, its members seeing us almost at the same time and immediately rushing to our assistance. We were taken to a tent, located about a mile inland, where timber was available.

Both of us were exhausted, starved and chilled to the bone. The only food available was dried potatoes and a small amount of mush. Two days later, however, fate was more kind to us and one of the men luckily killed a caribou. On the following day Stanley Hooker and Bill Parker were sent out to Cameron Bay for assistance. It took them six days, and on November 6 two airplanes were rushed to our assistance, bringing Dr. T. O. Byrne. All of us were loaded into and immediately rushed back here to Cameron Bay. From here Ingham was taken to Fort Norman, from which point he will later be transferred to Akivik for hospital treatment.

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DESCRIBES BARGE FATE.

BY WILLIAM PARKER.

CAMERON BAY, N. W. T., November 15.—I was on the barge being towed by the Speed. We left Franklin on October 20 and several days later the Speed ran into engine trouble and had to pull up to the shore at Leith Point, being on the southwest shore of Great Bear Lake.

RUSSIA TO SPEND \$35,000,000 IN U. S.

Litvinoff Consults Farm Leaders on Prices and Needs in Homeland.

BY ELIAS TOBENKIN.

The needs of Russia's pinched and ragged masses of peasants and workmen have entered the Washington negotiations for Soviet recognition in the last day or two.

Between his conferences at the State Department and in the White House, Soviet Foreign Commissar, Maxim Litvinoff, has held several informal meetings with American farm leaders with whom he discussed the price of land and butter, of meat on the hoof and meat in the ice house. It is confidently asserted, in both Russian and American circles, that as a result of these meetings agricultural products, as distinct from agricultural implements, will figure much more importantly in Soviet-American trade relations in the future than such products have figured in the past.

While the last harvest has assured the Soviet worker of his bread ration for the next 10 or 11 months, the shortage in furs from which Russia has suffered in the last 20 years shows no sign of abatement. In 1928 the Soviet Union produced 25,000,000 hogs, while in 1930 the production of hogs fell to only 13,000,000. The Soviet government has lately found this acute shortage of fat a distinct handicap in its building plans. The Soviet worker may show plenty of willingness to support the government program, but has not physical stamina for it. Hence M. Litvinoff's interest in the price and quality of American farm products.

\$35,000,000 To Be Spent.

The Soviet commissar has recently indicated that his government intends to spend in the near future \$35,000,000 on the purchase of "agricultural goods." This sum, it is asserted, the Soviet

Union is not only willing but anxious to spend in the United States. If proper credit arrangements can be made. According to reliable estimates, which have come to the attention of the Moscow government, there is in the United States a surplus of nearly 40,000,000 pounds of butter and an equally large surplus of land. American farm and meat interest, it is said, would part with these products at an exceedingly moderate price.

The critical shortage of furs in the Soviet Union is rivaled by an equal if not greater shortage in textiles. While negotiations are being conducted for 1,000,000 bales of cotton, it is estimated that twice the amount is what the Russians need in order to keep their textile machinery active.

It is further stated that the Soviet Union is today badly in need of 100,000,000 yards of unbleached linen, or gray cloth, monthly. The Soviet textile industry has more stamping and finishing than spinning and weaving machines. They put this gray cloth through these machines and give it popular colors and designs of the country.

In line with the clothing shortage in Russia is the shortage in shoes. Only in the cities do people wear shoes day in and day out. In the villages peasants wear their shoes on Sunday only. Millions of peasants have no shoes whatever. The shoe factories throughout the United States, it is said, have been studied keenly by Soviet agents in this country against the day when proper trade arrangements can be made with them.

Live Stock in Great Need.

Vast amounts of live stock are needed in the Soviet Union today. The country has not recovered from the slaughter of these animals by the peasantry in retaliation for the government's collectivization policy. It must buy in the near future millions of heads of cattle, large and small. It is anxious to buy them from the United States.

The Soviet Union has trade relations and trade agreements with most countries in Europe and with many countries in Asia. It must buy from those countries if it wishes to sell them. Germany is a heavy importer of Soviet materials. England less so, but still an importer. The same is true of Italy. It is not the intention of the Soviet government to strain the business relations with its immediate neighbors in Europe.

But Russia is developing industrially along American lines. It is a country which aims at mass production. It has

HOSPITAL MILK PRICES DOUBLED

Protests Are Taken Up With Consumers' Council of the A. A. A.

Milk prices to charity hospitals virtually have been doubled under milk marketing agreements approved by the Agricultural Adjustment Administration. The N. R. A. Consumers' Advisory Board disclosed today.

Confounded with protests from hospitals in cities in which milk codes have been placed in effect, the Consumers' Board has taken up the matter with Dr. Frederick C. Howe, consumers counsel of the A. A. A. Dr. Howe was in Chicago today and could not be reached for a statement as to what he intended to do to alleviate the situation.

Hospitals, before the promulgation of milk marketing agreements, have been buying milk at much less than market prices under contracts, the N. R. A. Consumers' Board explained. Under the A. A. A. agreements, however, such institutions are not permitted to call for bids on milk and must buy the necessary food at market prices.

George Collins of Baltimore has come

adopted the American pattern and must have American goods.

It has been the aim of Litvinoff throughout his career as trade emissary and diplomat to turn such huge orders over to the United States as soon as diplomatic and credit facilities should make this possible. As he has frequently explained, the Soviet Union has been paying heavily in interest and commissions to Berlin, to London and to other capitals. In Europe for American articles bought in those cities. The Soviet Union now wants to deal with the United States direct. It will be a saving, both in money and in dignity.

M. Litvinoff will go a long way to attain this aim. (Copyright, 1933, by North American Newspaper Alliance, Inc.)

to Washington to represent the hospitals and already has been in conference with the Consumers' Advisory Board over the possibility of obtaining relief for the hospitals through the amendment of the milk codes already adopted. He hopes also to have clauses inserted in pending marketing agreements excluding hospitals and other charitable organizations from the effect of the codes.

Possibility that many free wards for babies and charity maternity hospitals might be forced to close was foreseen by the N. R. A. Consumers' Board. It has explained that such institutions operate under extremely close budgets and that they could not remain open if forced to buy milk at market prices. If they failed to adhere to the milk marketing agreements, it was pointed out, they would be liable to prosecution under the A. A. A. act.

Other Institutions on List.

In addition to hospitals, schools, jails, relief organizations also are affected by the milk code.

In the event the N. R. A. Consumers' Board and Dr. Howe cannot relieve the situation, the hospitals intend to take the matter direct to Secretary of Agriculture Wallace, it was said.

Explorer's Father Is Stylist.

Arranging ballets in splendor is the occupation of the father of Nicholas Polumin, the young giant who returned to England recently from exploring the wilds of Labrador.

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