

### REPEAL OF GRAVITY TEST LAW IS VOTED

#### Senate Passes Hare Bill; Many Measures Handled

"The Standard Oil company is not only a thousand times bigger than the state of Oregon, but it is bigger than all the states put together," roared Senator Strayer sarcastically yesterday, in explaining his vote in favor of repealing the law requiring a gravity test of gasoline in Oregon. He declared he had written to authorities of nearly all the states, that all want a test law, but that by "some hook or crook" they are unable to get out of the grip of the oil companies.

The senate voted to repeal the law by passing the Hare bill. Senator Hare said it was ridiculous to have on the statute book a law that is unenforceable and unenforced.

All senators present voted for the bill except Bell and Jones. Hume, Ryan and Staples were absent.

Senator Banks' bill No. 231, relating to notes taken in payment on insurance premiums, was beaten. Banks changed his vote and will move for reconsideration. The following senate bills were

passed by the senate yesterday: S. B. 213, by Hall (by request)—Providing that appeals from decisions of the grain inspection department of the public service commission shall be to the federal court instead of to such tribunal as the commissioner may designate.

S. B. 96, by Bell—To prohibit the printing plants of the University of Oregon and of Oregon Agricultural college from doing a commercial business.

S. B. 280, by Gill—Providing for humane education in schools of Oregon. The bill was amended to make the period of instruction 15 minutes instead of half an hour each week.

S. B. 251, Upton—Relating to establishment of more than one county high school in counties where the electors deem it expedient.

S. B. 160, Hare—Repealing the gasoline test law.

S. B. 229, by Bell and Eddy—to remove county officials from the fee system.

The following house bills were passed by the senate yesterday: H. B. 256, by Kay—Amending law so proceeds from sale of swamp lands shall go into the common school fund instead of the general fund.

253, Perry—Raising license fee of druggists, regulating sale of poisonous drugs and assessing license fees against traveling peddlers of druggists' sundries.

121, by insurance committee—to authorize life insurance companies to act as trustees.

124, committee on insurance—Pertaining to the requirements, capital and authority of insurance companies.

184, by Beals—Regulating use of road funds by county courts outside of their respective counties.

276, by Miller—Giving county right to condemn toll road or toll bridge for highway purposes.

211, by Woodson—Providing life imprisonment for habitual criminals.

9, by Gordon of Multnomah—Creating tax supervising and conservation commission for Multnomah county.

40, by Powell—To regulate creameries and cheese factories.

154, by committee on insurance—Requiring insurance commissioner to collect a license from domestic insurance companies after they have complied with the law.

The bootleggers operating along the Mexican border are losing so many automobiles that they are about to demand an armistice.

### "OCEAN OF AIR" WILL BE STUDIED

#### Knowledge of Constantly Changing Currents Is Necessary

WASHINGTON, Feb. 10.—The "ocean of air," which followers of aviation believe some day will be filled with great air liners plying their way from city to city on regular schedules, must be studied from a meteorological standpoint and the whims and fancies of the elements must be reduced to easily understood data before the dream of world wide commercial aviation can become a reality, according to C. Le Roy Meisinger, government meteorologist here.

Mr. Meisinger, in a paper discussing the effects of air conditions on commercial aviation, says that meteorology is the mainstay of aviation, regardless of the confidence a pilot may have in his motor and in his plane.

The "ocean of air," he says, constantly is changing and does not contain steadfast currents such as the gulf stream and the Japan current which are found in oceans of water. He points out that even the prevailing belief that far above are strong westerly winds which never change, sometimes is shocked by facts revealed through scientific study of aerial conditions.

Because of the constantly changing conditions of the aerial routes through which the air liners of the future would travel, Mr. Meisinger declares that before big commercial aviation companies can operate on a large scale, great masses of data on air conditions at all times of the year, in all places and under all circumstances must be gathered. He suggests placing consulting meteorologists on the staffs of all aviation companies, these men to study the air as it affects aviation and to decide daily what altitude and what route a plane should take from one city to another.

Air conditions are so changeable, Mr. Meisinger says, that a plane traveling between the same two points might have to take a different route almost every day in order to make the trip with the least danger. Also, a plane flying from New York to Chicago might find a certain route the best, while one traveling from Chicago to New York on the same day might find an entirely different route more favorable.

Some of the things which airplane dispatchers, or traffic managers, on aerial commercial lines will have to consider, he says, are the speed and direction of the wind in the area to be traversed, the frequency of low clouds and fog, the frequency and intensity of thunderstorms, the vertical temperature distribution, the normal values of precipitation at flying fields and the effect of atmospheric pressure on aerial instruments, particularly the altimeter.

The changing conditions in the air make it impossible to gather the necessary information in a single pathfinding flight over an area, he continues, but by gathering data in numerous flights at all times of the year and under all circumstances, a system of averages could be devised which would aid greatly in dispatching planes over aerial routes.

Mr. Meisinger discusses the various meteorological factors in aviation in the following manner: "Wind—it is necessary in commercial aviation to take advantage of any conditions which will aid in economy of time or fuel or will be conducive to greater safety. The pathfinder, then, must determine the speed and direction of the prevailing winds over the proposed route. These winds should be determined not at the surface alone, but to as great altitudes in the free air as possible. It is likely that certain elevations will, in the long run, be more favorable.

"Cloudiness and fog—The influence of the lower clouds and fog upon flying is very great. As a rule it is essential to retain sight of the earth. Where there are low clouds and fog, however, to keep in sight of the earth is obviously a hazardous proposition.

"The danger of flying in clouds is great, not only because the pilot may lose his sense of balance, but because the clouds may reach the ground without the pilot's knowledge, thus making a crash likely.

"It is necessary, therefore, in laying out proposed aerial routes to consider carefully the frequency of low clouds and fog.

"Thunderstorms: It is true that usually the thunderstorm is essentially a local phenomenon, but the frequency of occurrence of thunderstorms along a given route is a thing that is vitally important to know.

"Temperature: The knowledge of mean temperatures over a route is, perhaps, the most unimportant of the weather factors. With improvement of aircraft engines so that they function at low temperatures and the heating of cabins of planes, the influence of the temperature factor is lessened.

Concerning the meteorological factors in selecting a flying field, Mr. Meisinger says:

"The meteorological aspect cannot be neglected, for it is conceivable that, in spite of a hundred desirable features on a landing field, there may be certain meteorological characteristics to make it utterly unfit for the purpose. For example, during the war Great Britain was said to have spent \$2,000,000 in building an experimental bombing field. After the work was well along it was found that neighboring hills gave rise to air eddies which absolutely prevented safe flying, and 12,000,000 francs were wasted. The consultation of some statistics probably would have saved this money.

"The altimeter, which measures the height at which a plane is flying, is particularly sensitive to changes in atmospheric pressure. For example, Chicago is 600 feet higher than New York. The pilot sets his altimeter at zero in New York. Naturally, we would presume that it would read 600 feet at Chicago. But, suppose there is a difference of 0.40 inches in the atmospheric pressure in Chicago over New York, this makes a difference of 380 feet in the altimeter reading.

lating production and disposition of same. H. B. 341, (substitute for 2 and 77), by revision of laws committee—Providing for the regulation of interim certificates and receipts.

### CUT THIS—IT IS WORTH MONEY

Cut out this slip, enclose with 5c and mail it to Foley & Co., 2835 Sheffield Ave., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package containing Foley's Honey and Tar Compound for coughs, colds and croup; Foley's Kidney Pills for pains in sides and back; rheumatism, backache and bladder ailments; and Foley's Cathartic Tablets, a wholesome and thoroughly cleansing cathartic for constipation, biliousness, headaches and sluggish bowels. Sold everywhere.

### HOUSE BILLS

The following bills were introduced in the house yesterday:

H. B. 340, (substitute for 202, by joint Washington, Yamhill, Polk and Columbia delegations—Defining imitation milk and regu-

### ORGANIZATIONS TO GIVE PROGRAM

#### 112th Anniversary of Lincoln's Birthday to Be Celebrated

The 112th anniversary of Lincoln's birthday will be celebrated today by the various patriotic organizations of the city with a program at the armory to which everybody is invited. The program, which begins promptly at

2 o'clock this afternoon, is as follows: "America," (led by Rev. H. N. Aldrich), all; prayer, Rev. H. N. Aldrich; solo, Mrs. F. L. Waters; "Lincoln, the Man," Rev. H. C. Powell; music, pupils of the Richmond school; recitation, Clara Howard; "Lincoln, the Emancipator," Judge George M. Brown; solo, D. A. R.; Lincoln's Gettysburg Address, Herald Cook; "Star Spangled Banner," (led by Rev. H. N. Aldrich), all; benediction, Rev. Mr. Laughridge.

### LIBERTY

It sparkles like a bottle of fizz in an ocean of cold tea! Some sparkle!

### LAST TIME TODAY

### TWIN BEDS

—Use Statesman Classified

# We're Tearing Down Prices



### FEBRUARY CLEAR-A-WAY SALE

### FEBRUARY CLEAR-A-WAY SALE

# A TREMENDOUS SUCCESS IS OUR FEBRUARY Clear-a-way SALE

Why? Because we have been giving honest values throughout the store. We don't believe in baits—every article is sold at the very lowest possible price. Then again we must clear away for the enormous shipment coming from our Mrs. Solot who is in the east

## GENUINE REDUCTIONS IN ALL DEPARTMENTS

## Many Surprises Await You

All we ask of you is to come to our store and get our prices first. Everything is marked in plain figures. We undersell because we sell for cash.

# FREE

On Saturday, with every purchase of \$3.00 or over, except sugar.

## 5 POUNDS PRUNES FREE

Our store is flooded with bargains. Come and come early.

### Hot Coffee Free Saturday Pie 5c per cut

# THE PEOPLE'S CASH STORE

SALEM ORE.

Our Premium Coupons are Very Valuable Save Them

# ROTH'S

#### Demonstration of Campbell's Soups

A representative from the Campbell Co. will be with us Friday and Saturday and you will have an opportunity of sampling the various kinds of their soups. For this occasion we will have a special price on all the soups: Tomato, Vegetable, Vegetable-beef, Asparagus, Pea, Consomme, Celery, Boullion, Clam—

2 for 25c; \$1.50 per dozen

#### Reduced Prices on Staples

#### Sugar per sack \$8 Cash

- Crisco, 3 pounds.....65c
- Crisco, 6 pounds.....\$1.25
- Crisco, 9 pounds.....\$1.85
- Dark Karo, large.....75c
- Light Karo, large.....95c
- Liberty Bell Cane and Maple, gallon.....\$1.90
- Half gallon.....\$1.00
- Nucoa and Gem Nut, 3 lbs. for.....\$1.00
- Campbell's Soup, 2 for 25c
- Petit Prunes, lb.....10c
- Italian Prunes, large 2 lbs. for.....25c
- Medium, 3 lbs. for.....25c
- Gem Blend Coffee, 3 lbs. for.....\$1.00
- Del Monte Tomatoes, 2 for.....35c
- Del Monte Peas, 2 for 45c
- Del Monte Hominy, 2 for.....35c
- Blair Corn, 2 for.....35c
- Banquet Tomatoes, 2 for.....25c
- Aloha Pineapple, 3 for \$1
- Banquet Peaches, 3 for \$1
- Mission Apricots, 3 for \$1
- Preferred Stock Catsup, pints.....28c
- Solar Pineapple, No. 2, 2 for.....55c
- Bob White Soap, 19 for \$1
- White Flyer Soap, 21 for.....\$1.00
- Palm Olive and Creme Oil, 3 for.....25c
- Economy Blend Coffee, 3 pounds for.....85c

#### Cakes

For Saturday we will have the full line of fresh Cakes. Angel and Sunshine 60c each. Prune, Coconut, Nut, Chocolate, Jelly Roll, 50c each. Cup cakes, doughnut, Maple Squares, Oatmeal, Raisin and Sugar Cookies.

#### Fruits and Vegetables

#### Special on Small Oranges, 20c Dozen

Larger Oranges 50c and 60c dozen. Bananas 20c lb. Winter Banana and Rome Beauty Apples \$1.50, \$2.00 and \$2.25 per box.

Brussel Sprouts, Cauliflower, Rhubarb, Sweet Potatoes, Spinach and Mustard Greens, Celery, Head Lettuce, Fresh Tomatoes, Green Onions, Turnips, Carrots, Beets, Rutabagas.

## Roth Grocery Co.

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