

LIMIT INTEREST CHARGE IS PLEA

Oregon City Man Proposes
Seven Percent as Con-
tract Maximum

If a movement fostered by J. F. Albright, of Oregon City, receives the support of the Oregon voters at the general election in November, 1922, seven per cent will be the maximum legal rate of interest that may be charged in this state on contracts by express agreement of the parties. Copies of a proposed constitutional amendment, which has this for its purpose, were filed by Mr. Albright with the secretary of state, today. It is the announced intention of Mr. Albright to submit the proposed amendment under the initiative to the voters of the state.

The amendment has been referred by Mr. Koser, to the attorney general who will prepare the necessary ballot title, providing the amendment is in proper form. In order to initiate a constitutional amendment or measure for submission at the general election in 1922, it will be necessary to obtain 13,360 signatures, or 8 per cent of 165,752, the total vote cast for supreme judge in the general election November 2, 1920. The completed petition must be filed in the office of the secretary of state not less than four months before the election.

Mr. Albright was the author of the proposed constitutional amendment fixing the legal rate of interest in Oregon at 4 per cent and which was submitted to the voters of the state at the general election last November. This amendment was decisively defeated by a vote of 28,976 for to 158,763 against.

RICH BANKER TELLS STORY OF DISASTER

(Continued from page 1.)

"Champagne aboard the 'Modesty.' There were other hearings on the accusation made at yesterday's hearing that Mr. Stillman and Miss Leeds conspired to bring the present divorce action against Mrs. Stillman. But none of the questions were answered.

The banker was also asked if he had kept an account for Mrs. Leeds' use at the First National bank of Miami and made arrange-

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BIG LEAGUER IS IN CITY

Lewis Bruce, Indian Mis-
sionary, Once With Phil-
adelphia Athletics

Lewis Bruce, who is this week giving daily addresses at the school for rural pastors at Willamette university, was a few years ago one of the most famous Indians of America. He and Chief Bender, the great Indian backstop, were members of the Philadelphia Athletics that won the world's baseball championship.

Bruce was an outfielder who had a long career in the minor and finally in the major leagues. He is a graduate of the University of Pennsylvania. Finally quitting the baseball diamond, he returned to his own Mohawk people in New York to combat the trade in intoxicating liquor that was fast destroying the Indian. His success in sobering his own reservation adjoining the Canadian line, which has been called "the bootleggers' paradise," has been so marked that he has extended his efforts to all the reservations of the country, and he is now a really national figure. He is appearing daily on the Salem program, one of his addresses being given for the Indian conference last night.

GOVERNOR TO ATTEND GREAT ARENA EVENT

(Continued from page 1.)

absence of visitors. Carpenter this afternoon spent three hours opening mail which in the last few days has accumulated to more than 1000 pieces. There were presents and messages of good will from all corners of the universe.

Demmy Boxes Little.
ATLANTIC CITY, N. J., June 30.—Jack Dempsey, after a day of loafing and frolicking around the house that has been his home for eight weeks, went to bed at 9:30 o'clock tonight with his mind as peaceful as a 6-year-old boy.

Tomorrow the champion and his party will leave for Jersey City to rest until called to Tex Rickard's arena to defend the highest honors of the prize ring against Georges Carpentier, champion of Europe. The hour of the champion's departure tomorrow was a guarded secret. Not even his immediate handlers had been informed. The location of the private residence in Jersey City where Dempsey will spend the night before the battle, has not even been revealed to the champion.

Jack Kearns Happy.

"I haven't told anybody," Jack Kearns, his manager, said. "Jack doesn't know himself. When we arrive in Jersey City we'll go directly to the house and stay there in seclusion until it is time to go to the arena. I want him to have absolute rest the last 24 hours."

Dressed in an old pair of trousers, a silk shirt and a tattered dark red sweater coat, Dempsey sat for hours in a swing on the porch this afternoon. He remained there because a heavy thunderstorm lasted into the night.

Around 3 o'clock Dempsey's front porch looked like a political campaign headquarters. A crowd of 100 or more admirers from Chicago, who arrived this morning on a special train en route to Jersey City, came out despite the heavy rain for a round of handshaking. He warmly greeted them with a friendly hand-clasp.

All was hustle and bustle inside the champion's house from breakfast time until dark. Trunks were packed for the departure tomorrow and hundreds of telegrams arrived containing messages of good luck.

Billings—Tim Jenkins says he is going on the stage for a live-liehood. Do you think he'll make a success of it?

Swiggers—He ought to; he drove a bus for quite a spell.

The union leaders probably will be in session for several days. In addition to representatives of the engineers, firemen, conductors and trainmen, there will be those of the switchmen and clerks. The executives in session here, it was said, would represent a total of more than one million, five hundred thousand railway employees.

A general walkout could not be finally declared at the impending conferences. Such an order would have to be approved by a referendum vote of members of many

unions which would require from 10 to 30 days.

The chief concern of the leaders, it was indicated tonight, was that there might be isolated cases of unauthorized walkouts or "unlawful" strikes. It was indicated that the men had already been cautioned against this and that the full power of railway union labor would be employed to prevent any such action.

Foreign Counsels Join In Portland Luncheon

PORTLAND, Ore., June 30.—For the first time in the history of Portland foreign consuls stationed here gathered at luncheon today. So happy was the fellowship engendered that it was forecast there would be many such affairs in the future.

The consuls were guests of the chamber of commerce and President Van Duzer presided, with T. Sugimura, Japanese consul and dean of the corps, at his right and John Trant, consul for Great Britain on his left hand. Others present were: C. Henri Labbe, Belgium and France; Henry Markson, Denmark; Anton Eckern, Norway; Albert B. Ferrera, Italy; A. R. Vejar, Mexico and Spain; D. Dertean, Peru; Valdemar Lidell, Sweden; A. H. Metbelaar, Holland, and John Saari, Finland.

Road Contract Awarded; Bend Highway Changed

PORTLAND, Ore., June 30.—The state highway commission today ordered location of the north section of the Lakeview-Bend road by way of Millcreek to connect with the Central Oregon highway.

The Warren Construction company was awarded a contract for redressing five miles of the Roosevelt highway south from Tillamook for \$118,462.

Ku Klux Klan Organizes To Fight Non-Partisans

SIoux FALLS, S. D., June 30.—The Ku Klux Klan has been organized in South Dakota with the avowed purpose of fighting radicalism, according to an interview given by a local paper by a man claim to be the state commander of the Klan tonight. After being sworn to secrecy regarding the names of the commanders, the reporter was told that the prime purpose of the organization in South Dakota was opposition to the Non-Partisan league. It was emphasized by the commander that the Klan did not propose to gain its ends by violence and intimidation, but through legal means.

Dempsey Presents Mother With Prize-Winning Sow

SALT LAKE CITY, Utah, June 30.—Whatever may befall Jack Dempsey Saturday, it is a certainty that his mother and sisters are assured of abundant milk and butter.

Today there was delivered to the Dempsey home in Salt Lake a prize winning Jersey milk cow, a present from Jack to his mother, Mrs. Cecelia Dempsey.

According to the former owner, the cow produces seven gallons of milk a day and 21 pounds of butter a week.

Lumber Prices Slashed; Pacific Market Improves

BEND, Ore., June 30.—A substantial cut in local lumber prices goes in effect here tomorrow, simultaneously with the announcement of a minimum wage reduction of sixty cents a day, bringing the basic daily compensation for mill workers to \$3. The price cut has not been worked out, but will amount to more than the wage reduction, mill officials stated.

The new scale is that adopted by the Loyal Legion of Loggers and Lumbermen in May which Bend mills were unwilling at the time to accept.

Late Congressman's Daughter Succeeds Him

SPRINGFIELD, Ill., June 30.—Governor Small will appoint Mrs. Winifred Mason Huck as a member-at-large in congress to complete the unexpired term of her father, the late William E. Mason, it was learned tonight. A resolution empowering the governor to fill the vacancy was adopted when the legislature met today.

EDITOR TALKS TO LOCAL REALTORS

Marion County Dealers Look
Ahead to Prosperous
Summer and Fall

A round table talk was the principle feature of the meeting of the Marion County Realty association at its regular Thursday luncheon in the Marion hotel this week.

Matters of interest to the dealers as well as those pertaining to farming problems were given consideration. Members of the association realize that the farm problem is equally their problem. The condition of the fruit markets, the relation of the producer and the consumer, and methods whereby the producer might be best benefitted were subjects under discussion. A. B. Hult, editor of the Idaho Home-Steader, was an interesting speaker.

The committee on Markets and Transportation which is composed of Arthur Peterson, J. H. Mills and Gertrude J. M. Page, were requested to call a meeting and ascertain what might be done to further the interests of the farmer.

UNFAIR DEALERS TARGET OF STATE

More Than \$2,000 Returned
To Persons Victimized
By Realtors

Although the office of A. C. Barber, state insurance commissioner, has returned to victimized investors approximately \$2000 already this year, about 75 per cent of the complaints received by persons who allege maltreatment at the hands of realtors, are without foundation, according to Mr. Barber.

The state, Mr. Barber pointed out, makes no appropriation for his office. Expense of operation is met by fees collected from brokers for licenses, of which about 2500 will be issued this year. And yet, he pointed out, his office has turned over to the state a total revenue of \$8716.79 since the law creating the office was enacted. That the activities of the commissioner will be far more comprehensive since the Oregon real estate brokers' law became effective on May 25, is the belief of Mr. Barber.

Under the new law the commissioner has power to suspend or revoke a dealer's license. He also has authority to refuse to renew a broker's license. Any person damaged by the fraudulent representations of a real estate broker shall have a right of action in his own name on such bond, for damages not exceeding \$1000.

Each licensed broker must have and maintain a definite place of business, which shall serve as his office for the transaction of business, and his license must necessarily be displayed in his office.

LEGION SESSION AT EUGENE OPENS

Hundreds of Ex-Service Men
Gather For First An-
nual Conference

EUGENE, Ore., June 30.—Several hundred representatives of Oregon's fourteen thousand ex-service men who are banded together in the American Legion have arrived in Eugene for the Oregon department's third annual convention which will open here tomorrow morning. The immigration problem, the anti-Japanese agitation, the national bonus bill, help for the disabled, better schools and Americanization are some of the problems to be considered by the legionnaires in their two-day convale.

Delegates from 101 legion posts and from 55 units of the women's auxiliary, meeting here to complete the organization of a permanent state department, have registered at convention headquarters.

Bank at Clarkston Will Reopen This Morning

LEWISTON, Idaho, June 30.—Announcement was made today by Ole Bohman of Troy, Idaho, that the First National bank of Clarkston, Wash., would open its doors Saturday morning under a re-organization, consent having been secured from the comptroller of the treasury. Nearly all depositors are participating in the reorganization plan. Mr. Bohman said he would make a further statement tomorrow. The bank was closed April 8 by the comptroller, when the cash reserves dropped below the legal limit, due to inability to realize on securities. The deposits amounted to \$650,000 and the depositors numbered over 1600. Clarkston will hold a community celebration on Monday when the bank opens.

SURPRISE STAGED

BELFAST, June 30.—A party of auxiliary police and motor cars today surprised a score of republican army volunteers who had prepared an ambush at Keady for 10 policemen, escorting a Belfast bread van through the district every Thursday. The auxiliaries opened on the ambushing party with machine guns, killing two of them, wounding several and capturing one.

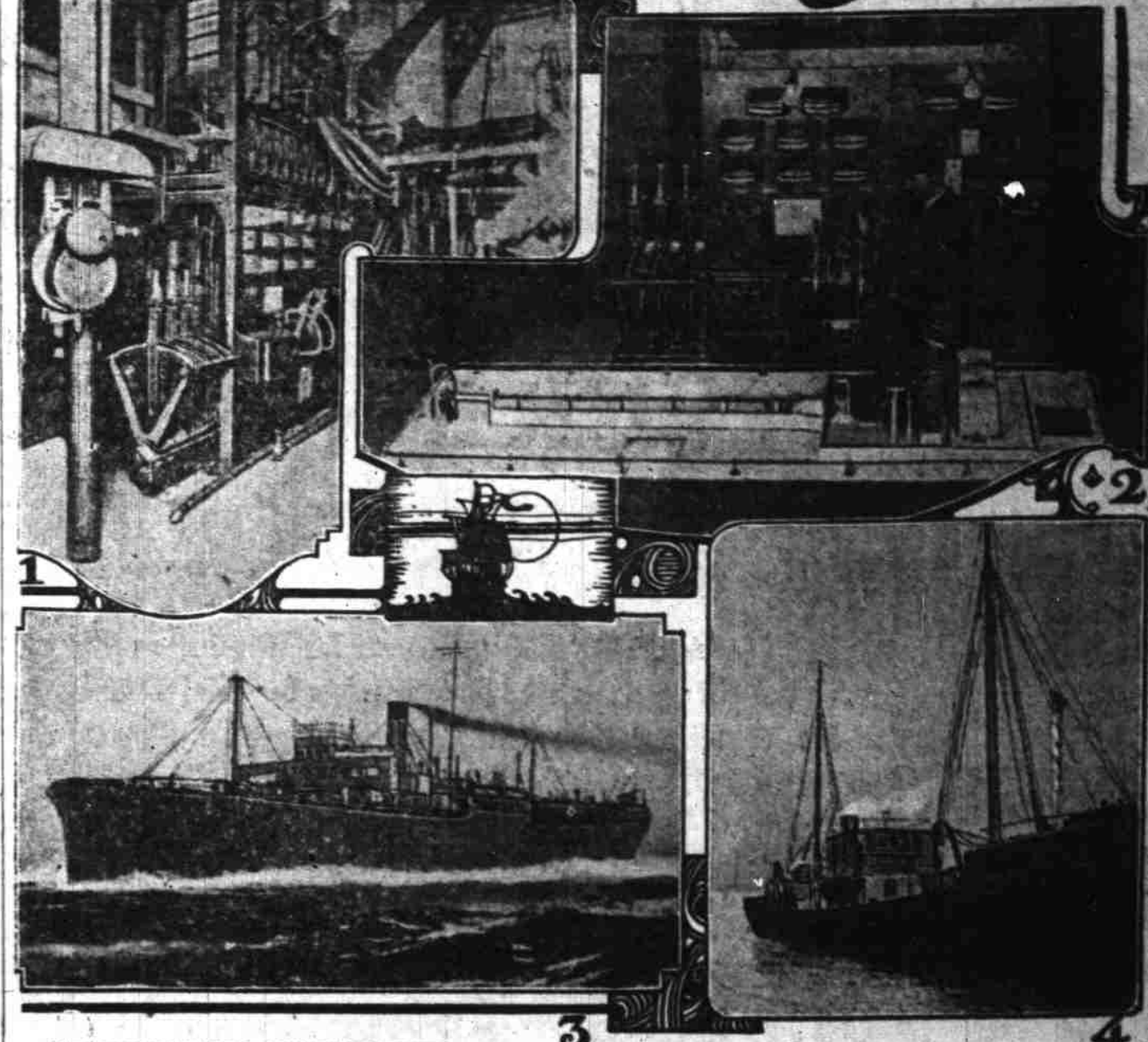
Schedule in Columbia Rate Case is Suspended

PORTLAND, Ore., June 30.—New tariffs prepared under the order of the interstate commerce commission in the Columbia basin rate case were suspended 90 days under supplemental tariffs issued today by S. J. Henry, railroad tariff publication agent, as a result of action of the state of Washington in ordering the new rates suspended.

Services Are Held for Former Navy Secretary

BALTIMORE, Md., June 30.—Preceded by a brief service for the

Putting to Sea with Electricity



Photographs by General Electric Company.

1. Electric control apparatus showing maneuvering levers and signal bell from bridge, for merchant ship engine room.
2. Complete model of merchant ship electric drive machinery operated by control panel in background.
3. S. S. Invincible, 2nd of fleet of 12 electric merchant ships under the control of the U. S. Shipping Board.
4. First commercial application of Diesel engine electric drive in the United States. Electric fishing trawler "Mariner."

By J. E. JONES
U. S. Press Association, Wash-
ington, D. C.

Little shipbuilding is in progress today except in the Navy, but several crafts are being overhauled to have their worn engines replaced by Turbine-Generators and Motors.

Ships ranging from fireboats and fishing trawlers to great freighters and huge battleships have been electrified.

Thirteen electrically driven merchant ships are being outfitted or are in operation.

Nineteen electric U. S. warships are either being equipped or are in service.

The advantages of the electric drive have been adopted by the Coast Guard Service and four cutters are being equipped with electric propulsion equipment.

The first two cutters, the "Tampa" and "Haida," have already been launched in San Francisco.

The total electric ship tonnage is 925,000 and the total horsepower, 1,600,000. These ship power plants could supply light and power for seven cities of the size of Boston.

The world is getting used to seeing its land transportation systems give up horse cars, and steam locomotives, and the substitution of electricity as a propelling medium, and today water transportation is passing through the same cycle of changes.

Equipment on ships to enable wind to drive the craft and the older type of propulsion unit—the reciprocating steam engine—is being discarded, while electric generators and motors take their place. Turbines transmitting their power through speed reducing gears to the ship propeller—making steam's finest record on sea—have by no means been superseded, yet electric motors have won such recognition by their performance on such vessels as the battleship New Mexico that they are now being prepared for installation on fourteen merchant ships and nineteen warships.

As time went on man learned to build better and better sea craft. The raft preceded the dugout, which was followed by a seaworthy boat propelled by oars and a single belligent sail. Oars were finally superseded and for hundreds of years sailing vessels held sway.

Then came the reciprocating steam engine. At first its adoption was not general, as the clumsy wooden paddle wheels which were

revolved by the engine were often smashed by the heavy seas; but by the invention of the screw propeller and the further development of the compound engine, steam began chasing the white-winged sailers from the sea.

For several years the reciprocating engine was the popular drive for men of war and merchant ships, but with the perfection of the steam turbine, marine men turned from the old engine to the compact turbine drive in which the rotary motion of the turbine was transmitted to the propeller either direct, in a few fast ships, or through speed reducing gears, such as are now common.

The idea of driving a huge merchant ship through the seas with the ease with which a motorman drives a street car may seem almost humorous, but today ships are riding the waves, and many more are to be equipped, whose basic scheme of drive and control is similar to that of a car.

The first trial of electric drive on board ship was made in 1908 on two Chicago fireboats. It was an unqualified success on the little fire fighters.

The drive was next used by the United States Navy on the collier Jupiter, now the U. S. S. "Langley," a mother ship for airplanes, and its success on this ship led to its adoption by the navy as a standard drive on the new battleships and cruisers now being built.

A comparison of the operating records of the New Mexico with those of her sister ships, the Mississippi and Idaho, brings out some interesting facts. Steaming at low speed the turbine driven sister ships burn 20 per cent more fuel than the electrically driven New Mexico, while at full speed they burn 32.2 per cent more, a convincing argument for electric drive. Greater and more flexible power is attained with far simpler mechanism, requiring fewer operatives. It is even possible in emergencies for this huge ship to run at cruising speed with an engine room crew of one man, the electric mechanism requires so little attention.

Today, we are watching with interest the development of our merchant marine. The maiden trip of the 440 foot "Edipose," a steamer converted into the first electrically driven cargo carrier in the United States, is convincing proof of the fitness of this type of drive for merchant ships. Her electric equipment consists of a steam turbine

and 2,800 volt generator driving a 3,000 h. p. motor at 100 revolutions per minute and suitable control apparatus for maneuvering the vessel. A five thousand mile trip through heavy seas was finished without any mechanical trouble and with excellently maintained speed.

An engineer aboard the "Edipose" on her five-thousand mile run in a report to the General Electric Company, said: "I have had many years' seagoing experience in different types of vessels with various equipments, but I have never been on any vessel which showed such marked steadiness and was so entirely free from vibration."

"I wish to add that the congenial and harmonious feeling among the entire crew would be hard to find on any ship, which I would say was due to the satisfactory performance and results shown."

Following the lead of the "Edipose," the sister ship "S. S. Invincible," equipped with the electric drive, has just completed her sea trials with most gratifying results.

Another interesting development in ship propulsion apparatus is the generation of electric current by a generator driven by a Diesel engine instead of a steam turbine. The trawler "Mariner" was the first craft to adopt Diesel electric drive. She was kept in service when steam trawlers were tied up at the dock due to the poor market for their catch. Yet the "Mariner," with her steady, economical electric drive went out and made a profit.

A Diesel electric ship larger than the "Mariner" will be in operation as soon as a recent contract has been carried out. It calls for the refitting of the motor ship "Fordonian" with Diesel electric drive. She is a single screw freighter 237 feet long. Her new equipment will consist of two Diesel engines connected to two generators furnishing power to an 850 h. p. motor coupled directly to the propeller shaft, and a complete control system arranged for engine room control. This type of drive will be installed to secure for the larger ship all the advantages which it brought to the trawler "Mariner."

The electric drive ship is here to stay. It has established itself in the estimate of leading marine experts, and engineers expect the next ten years will show an even greater growth than the last decade has shown.

October of 1919 "for the use and benefit of the plaintiff" and which they have refused to repay upon demand. Although Vandevort himself gave but \$500 to the defendants, the complaint states that the claims of 17 other Salem people have been assigned to him.

Home Building Boosted By Decreasing Prices

PORTLAND, Ore., June 30.—Home building has progressed at the average rate of \$861,693 a month in Portland for the first six months of the year 1921 and showed practically no falling off for the month of June, according to the report of building permits issued by the city, published today. The record is practically three times greater than for the corresponding period of last year. A total of 1904 permits for residences have been issued during the six months.

Classified Ads. In The Statesman Bring Results

Vandevort is suing to recover \$5,000 given the defendants in

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