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The Oregon Statesman

WEATHER
Thursday fair and continued cold; generally easterly winds.

SEVENTY-FIRST YEAR SALEM, OREGON, THURSDAY MORNING, FEBRUARY 2, 1922 PRICE: FIVE CENTS

ACTOR AGAIN IN JURY'S HANDS

Arms Reducing Treaty Given World

FIVE NATIONS IN AGREEMENT TO LAME MARS

Use of Submarines, Poison Gases and Other Barbarous Agencies Restricted By Second Pact.

DEBATE CONTINUES THROUGH 11 WEEKS

Root Resolutions Closely Followed in Text of Important Portions

EIGHT TREATIES ARE GIVEN WORLD BY PARLEY.
WASHINGTON, Feb. 1.—(By The Associated Press.)—Unless present plans are changed, the Washington conference will give to the world eight treaties, to seven of which the United States will be a party. This is the list:
Four power Pacific treaty signed December 13.
Five power naval limitation treaty, ready for signature.
Five power submarine and poison gas treaty, ready for signature.
Six power treaty allocating German Pacific cables, drafting.
Nine power treaty on Chinese tariff, drafting.
Nine power treaty on other Chinese questions, drafting.
American-Japanese treaty regarding Ysp, virtually ready for signature.
Chinese-Japanese treaty regarding Shantung, near completion.

WASHINGTON, Feb. 1.—(By The Associated Press.)—The Washington negotiations for limitation of armament reached their consummation today when a plenary session of the arms conference gave definite and public approval to two treaties limiting navies and restricting use of new agencies of war.
One covenant, thus sealed after 11 weeks of debate, establishes a fixed ratio of capital ship strength between the five great powers, and the other pledges them against unrestricted submarine warfare and use of poison gas.
(Continued on page 5)

ABSTRACT OF TREATY FOR THE LIMITATION OF WAR EQUIPMENT

WHAT THE TREATY PROVIDES
That all nations scrap designated vessels, leaving the following capital ships tonnage: United States 500,000, Great Britain 540,430, France 231,170, Italy 182,800, Japan 301,320.
Abandonment of capital ships building program.
Five naval ratios, which nations agree not to exceed.
Fixes total tonnage of aircraft carriers as: United States 13,000, Great Britain 13,000, France 60,000, Italy 60,000, Japan 91,000.
Provides no aircraft carrier exceed 27,000 tons shall be acquired or constructed.
Places limit of eight inches on guns on carriers.
Requires that no vessel designated to be scrapped may be reconverted.
Places limit on replacements and provides that vessels to be scrapped shall be rendered incapable of war like service within six months from the coming into force of the treaty.

STUCCO FALLS, EARTH SHOCK MAY BE CAUSE

Small Portion of Ceiling Missing in Supreme Court Building Yesterday
The falling of a quantity of stucco finishing from above a corridor on the third floor of the state supreme court building Tuesday night is thought to be evidence that the earthquake shock observed throughout the United States Tuesday morning also reached Salem.
Until yesterday it was believed Salem was one city that had not been touched by the tremor. It is thought the stucco in the supreme court building was loosened by the shock.
Employees about the building said that shortly after 5 o'clock yesterday morning they noticed an unusual flickering of the electric lights in the building, but no tremor was felt.

TRIAL OF WOMAN BRINGS CROWDS

Mrs. Bertha Wilkes Tells of Her Relations With Gus Danielson
EVERETT, Wash., Feb. 1.—Before a crowd that jammed the court room and evinced intense interest in the proceedings, Mrs. Bertha Wilkes, charged jointly with her 16-year-old daughter, Treva Pote, with the murder of Gus Danielson here November 6, took the stand late today and began the story of her relations with Danielson.
Carefully reciting every detail, Mrs. Wilkes reviewed various phases of her friendly and business relations with Danielson prior to the shooting. Court adjourned before she had recalled the events of the Sunday when Danielson was found with three bullet holes in his body.
Loggers who had worked with Danielson in the woods, testifying for the defense, told of his uncontrollable temper, and neighbors of Mrs. Wilkes testified to occasions upon which Danielson was said to have choked and beaten Mrs. Wilkes until she was black and blue.
What part Treva Pote is to play in the disposition of the case still remains uncertain. After Judge Guy C. Alston had intimated he would dismiss the case against her, on the grounds of insufficient evidence in the state's case, he reversed his decision when defense attorney A. Bostwick demanded similar action of dismissal of suit be granted Mrs. Wilkes.

STRIKE TO END

KANSAS CITY, Feb. 1.—Six hundred packing house strikers voted unanimously to end the strike here at a mass meeting late today. The strike began December 5. Two thousand of the workers are said to be idle here.

ORDINANCE TO BE AIMED AT TAXI DRIVERS

Measure to Be Introduced Monday Night to Keep Them Away from Proximity of O. E. Depot.
PUBLIC HEARING WILL BE ANNOUNCED LATER
Public Sentiment to Be Tested Thoroughly Before Final Action

At the meeting of the city council next Monday night, an ordinance will be introduced prohibiting taxicabs from making their stand in front of the Oregon Electric passenger station, known as the Oregon building.
About a year ago a petition was drawn up to be presented to the council wherein objection was made to taxicabs standing in front of the Oregon building, on State street. No action was taken on the petition, and the matter was dropped.
According to Alderman Floyd L. Uter there recently has been some complaint about taxicab drivers using the street in front of the Oregon building for their place of business.
In order to be fair to all and secure the sentiment of the people of the town, the ordinance will be introduced next Monday night at the city council meeting. Then later a public hearing will be called at which time the taxicab owners and all others interested in the problem will be asked to come and present their views. The idea, Dr. Uter says, is to be fair to all.
"If the people do not want taxicabs on State street in front of the Oregon building, the ordinance should be passed," he said. "If the people feel that the taxi drivers should have that space on the city streets, the ordinance should be killed."
There has been a lot of private opinions passed around on this, as well as other matters. Now we want to be fair to all and this time we intend to give everybody a chance to express themselves. Opinions are wanted on the question.
At previous council meetings there have been proposals by aldermen that taxicabs be barred from all stands in the business district except at special reservation parking which would be used by all taxicabs. Among the various plans, it was suggested at the last meeting that the western curb of the court house grounds between State and Court streets be reserved for the car operators.
This plan is said to have met with the approval of many aldermen. Taxicab operators have opposed any change, holding that as taxpayers and property owners they should be allowed stands where the owners of the business places have given their consent.
"We should be accorded the same parking privileges as that allowed to other car owners who do not make their living by this work and yet leave their cars on the streets for long periods of time," asserted W. W. Zinn, one operator, addressing councilmen at a recent meeting.

WORLD IS FLAT DECLARES VOLIVA

Overseer of Zion Bids For Press Notices With His Own Theory
ZION, Ill., Feb. 1.—Wilbur Glenn Voliva, successor of John Alexander Dowie as overseer of Zion and head of the Christian Apostolic church, has completed the fixing of dimensions of his flat world, existence of which is now taught in the Zion schools.
According to Mr. Voliva's latest pronouncement, the sky is a vast dome of solid material, from which the sun, moon and stars are hung like chandeliers. The edges of the dome, he explained, rest on the wall of ice which surrounds the flat world to keep fool-hardy mariners from tumbling over the edge.
"That is the plain teaching of the whole world of God," he said, "that the heaven, the dome, the vault, like a tent, is a solid structure over the earth and all the lights are set within the firmament above our head is a solid structure, and the stars are points of light, that is all. They are not worlds, they are not suns. So-called science is a lot of silly rot, and so is so-called medical science and all the rest of their so-called sciences."
Portland Butter Drops 3 Cents a Pound Today
PORTLAND, Feb. 1.—Butter will drop 3 cents a pound tomorrow, according to announcement late today by local creamerymen.
At the same time a 3 cent reduction in cream was announced. These reductions make the wholesale price of best creamery butter 38 cents a pound, and the price which will be paid for the best grade of butterfat 31 cents, delivered in Portland.
Lack of harmony among creamerymen and Portland and Seattle dealers in maintaining the last advance is held responsible for the decline in price.
NATIVES KILLED
CALCUTTA, Feb. 1.—(By The Associated Press.)—Four natives were killed and six wounded by the police who fired on a crowd which had declined to disperse near Pabna, Bengal, January 27.

MONUMENT IS PLANNED FOR LEGION BOYS

Washington State Organizations Propose Memorial to Centralia Victims
YAKIMA, Wash., Feb. 1.—State Commander Charles Cunningham of the American Legion tomorrow will meet commanders of legion posts in Yakima county here to ask aid in raising funds for a memorial building in Centralia to the victims of the Armistice day shooting in that city.
J. Vincent Roberts, prominent member of the local post, said today the memorial project was strongly opposed here because of need for funds for needy veterans. Americanization work and other purposes.

MORE AGREE ON HOUR TO CLOSE

Furniture, Hardware and Music Dealers to Close Daily at 6 O'Clock
Furniture dealers, hardware men and owners of music stores have fallen in line with the movement to close at 6 o'clock in the evening, every business day during the week.
Heretofore, there has been 6 o'clock closing with the exception of Saturday evenings when the hour was 7 o'clock. Since the holidays, there has been a feeling among owners of these three kinds of stores, that it would be for the benefit of all if the closing hour of 6 o'clock were extended to include Saturday evenings.
At a meeting held recently of owners of furniture, hardware and music stores, it was agreed that the 6 o'clock closing hour for all should become effective beginning with next week. Several stores had special sales on this week and asked that the Saturday 6 o'clock closing should not be effective until next week.
Furniture stores that have gone in on the agreement are as follows: Peoples' Furniture store, Chambers & Chambers, C. S. Hamilton, Max O. Buren, H. L. Stiff Furniture company, Frank & Richter and the Liberty Exchange.
Hardware stores that have agreed to the 6 o'clock closing hour for every evening in the week are as follows: Ray L. Farmer Hardware company, Salem Hardware company, Capital Hardware & Furniture company, Daughton & Miller Hardware company, and the Square Deal Hardware company.
Music stores that have signed for the 6 o'clock closing are: W. W. Moore, J. W. Tallman, and Moore & Dunn.

FINAL TREATY IN REALITY IS AMERICAN PLAN

Secretary Hughes Compares Provisions of Document With Those First Offered At Conference.
SESSION DOMINATED BY SPIRIT OF PEACE
Naval Status of Nations Set Forth in Detail by Secretary of State

WASHINGTON, Feb. 1.—(By The Associated Press.)—In his presentation of the naval treaty at the plenary session, Secretary Hughes declared, that although there had been changes of detail as to ships, "the plan proposed on behalf of the American government has been maintained and the spirit in which that proposal was made and in which it was negotiated has dominated the entire negotiations and brought them to a very successful conclusion."
Proposal Analyzed
He analyzed the American proposal in comparison with the final treaty agreement, saying in part: "That proposal set forth 18 ships to be retained by the United States with a tonnage of 500,650 tons. In this treaty the ships are to be retained. In that proposal there was set forth 22 capital ships to be retained by the British empire under the treaty, the same number of ships is to be retained; in fact, the same ships with the single substitution of the Thundered for the Erin, with a tonnage of 580,450 tons, as against the calculation in the proposal of 604,450 tons for ships retained."
Japanese Scrap Setsu
"In the case of Japan, the proposal set forth 10 ships to be retained. By the treaty the same number of ships is to be retained, the difference being that the Mitsuru is to be retained and the Setsu is to be scrapped. The tonnage retained by Japan, as indicated in the proposal, was 299,700.
"The tonnage retained under the treaty is 301,320.
"Four general principles were stated as the principles which, in the opinion of the American government, the limitation should be effected. These were:
"1.—That all capital ship building programs either actual or projected, should be abandoned.
"2.—That further reduction should be made through the scrapping of certain of the older ships.
"3.—That in general regard should be had to the existing naval strength of the powers concerned; and
"4.—That the capital ship tonnage should be used as the measurement of strength for navies and a proportionate allowance of auxiliary combatant craft prescribed.
"Capital Program Abandoned
"These principles have been applied and govern the agreement set forth in the treaty with these exceptions:
"That in the case of capital ship building programs, all programs are abandoned by the United States, the British empire and Japan, save for the completion of the two ships of the West Virginia class in the case of the United States and the building of two ships as stand in the case of the British empire upon the completion of which in the case of the United States are to be scrapped and in the other case four ships retained by the British empire are to be scrapped.
"There is another exception in the treaty for the allowance of auxiliary combatant craft; but with respect to the capital ship program it is in the essence maintained and these principles have been applied.
"Let me further call your attention to this—and I state it merely to avoid any possible public misapprehension and in order that discussion of the matter may proceed intelligently. The proposal that I had the honor to make November 12 I said this: "The United States proposes, if the plan is a compromise: "1. To scrap all capital ships now under construction. This in

ARBUCKLE PANEL IS LOCKED FOR NIGHT, WILL RESUME TODAY

SAN FRANCISCO, Feb. 1.—At 11 p. m. the jury was locked up for the night. It will resume its deliberations at ten a. m. tomorrow morning.
SAN FRANCISCO, Feb. 1.—The case of Roscoe C. (Fat) Arbuckle, accused of manslaughter in connection with the death of Miss Virginia Rappe, went to the jury at 3:42 p. m. today after a trial covering exactly three weeks. It was the second trial of the action, the first having resulted in a jury disagreement. At 4:38 p. m., the jury sent for the bailiff and requested certain testimony.
Mrs. Estelle Baumeister, one of the two alternate jurors who were excused when the jury retired, announced in her opinion, Arbuckle was not guilty. Henry Ottenburg, the other alternate, declined to express an opinion, although he congratulated the defense on its showing.
No Argument Made
An outstanding feature was the announcement by the defense that it would submit the case without argument. The announcement came at the conclusion of the first closing argument of the prosecution, made by Milton T. U'Ren, assistant district attorney. It had the effect of shutting off further argument by the prosecution, under the law, such further argument can only be a rebuttal of the final defense summation.
Arbuckle, jovial and apparently carefree most of the day was visibly nervous when the jury retired.
More Witnesses Heard
Today's sessions ended with the conclusion of the prosecution's rebuttal testimony with the introduction of three minor witnesses. The defense announced that it would make no rebuttal and U'Ren then began the sole closing argument. He attacked in detail the testimony given by Arbuckle in the first trial of the case, holding that no proper explanation had been given as to what transpired in Arbuckle's room in the hotel St. Francis when the comedian is supposed to have fatally attacked Miss Rappe.
At 4:45 p. m. the jury returned to the court room and asked that the prosecution testimony of Mrs. Josephine Keza be read, Mrs. Keza, a chambermaid at the hotel St. Francis, testified to hearing a woman cry "No, no, no," in Arbuckle's room at the time he was supposed to have attacked Miss Rappe.
Jurors Take Dinner
At 6:30 p. m. the jury was taken out to dinner. It returned at 8 p. m. to resume its deliberations.
At 9:50 p. m. the jury sent for the bailiff and asked him to summon the judge as they wanted further instructions.

ROAD CONTROL DEFENDED BY FORMER HEAD

W. G. McAdoo Tells Senate Committee Railways in First Class Condition at Turnover.
DEFENSE IS MADE FOR WAGE INCREASE
Argument That Equipment Went to Pieces During War is Refuted

WASHINGTON, Feb. 1.—Railroads were in better physical condition at the end of the period of federal control than they had been when taken over during the war, William G. McAdoo, former secretary of the treasury and war-time director general of railroads, today told the senate interstate commerce committee in giving an accounting of his guardianship during 1919. The committee which is inquiring into recent railroad conditions was unable to hear all of Mr. McAdoo's testimony today and he will continue tomorrow.
Mr. McAdoo contended railroad labor had been loyal, remaining at its post when more lucrative employment was offered in other industries and that wage increases made while he was director general were not excessive but subsequently were further increased.
Severe Demands Met
The railroads when turned back to their owners, he declared, with 2,006 more locomotives, 26,818 more freight cars and 1051 more passenger cars than they had possessed at the beginning of federal control "were in condition to meet the severest traffic demands in their history."
"The credit of the railroads was destroyed before the war," he said, quoting statements by railroad executives. The executives, he added, did not produce under federal control the results as to revenue and operation they had brought about prior to that time.
Changes Necessary
The railroads were permitted to continue for four months after federal control was established with little interference in the way of management, he said, but the regional reorganization, he contended, was necessary in May 1918, when he "became convinced that the management of the railroads by the railroad corporation could not produce desired results."
"Unification of the railroads," he continued, saved \$118,000,000 in operating expenses in 1918. Throughout federal control, experienced railroad executives were in charge of the properties under his direction, he said, denying the deliberate attempts made to create the impression that the management of the railroads and disregard of the able railroad men of the country, attempted to run the railroads upon new and untried theories of my own.
Assistance Advocated
Replying to a question Mr. McAdoo declared he did not advocate pooling of business by the railroads under private control, but favored assisting the roads in competing for traffic.
"The railroads were in "deplorable condition" when returned to the corporations March 1, 1920, and if their condition ever known," he asked, how was it possible that in that year as stated in the testimony of their executives, they handled "the largest volume of traffic" in their history.
Performance of this "greater task" he added, "was possible because "during the period of federal control \$1,129,840,291 was expended in improvements, additional betterments and equipment which made the railroad properties an infinitely better transportation machine than on January 1, 1918, when the government took possession."
Mr. McAdoo said that in his opinion railroad labor was grossly underpaid at the time the government took control and that there were many grave abuses in the matter of working conditions. It fix rates of pay for railroad employees that would enable the railroads to command their share of the country's labor" so that this basic necessity of the war could function at the required point."

STATE AGENTS EXCEPTION AND NOT RULE HEREAFTER

The practice of the governor in issuing commissions and badges to special agents has proved so much a source of complaint to the office and a cause for annoyance through abuse of privileges granted, that the commissioning of special agents henceforth will be the exception rather than the rule.
One Agent Paid
This has been known in a letter that has been sent out by Governor Olecott to all persons who have held agents' commissions and to sheriffs and police officers of the state. At present only one special agent is in state pay. Special agents have been used in the past particularly for enforcement of the prohibition laws. No commissions have been issued or renewed since December 31.
In his letter Governor Olecott sets forth the following conditions that will govern the appointment of special agents:
"1. Any application coming from any county official, either for himself or for some other person, must be accompanied by the recommendations of the district attorney, sheriff and county court or county judge. This office reserves the right to reject such applications, even when accompanied by such recommendations, in event it believes the public may be better served or protected by so doing.
"2. Application of any individual, not officially connected with any branch of government, must be accompanied by recommendations required of applicants mentioned in paragraph 1. This office reserves the right to reject such applications even when accompanied by such recommendations.
"3. When applications come from municipalities for the use of chiefs of police or their subordinate officers, or any other municipal officials or employees, they must be accompanied by the recommendations of the mayor, chief of police and recorder, or police judge of such municipalities. Also, this office reserves the right to reject such applications even when accompanied by such recommendations.
"4. When applications come from state or federal officials or any person connected with state departments, institutions or any branch of the state government, such applications must be accompanied by recommendations from the head of the department, institution or branch of government for such commission. The right to reject such applications, regardless of such recommendation, also is reserved by this office."

General Goethals Comes for Columbia Basin Survey

SPOKANE, Wash., Feb. 1.—General George W. Goethals is expected to arrive in Spokane tomorrow to prepare for a survey to determine the feasibility of the Columbia Basin irrigation project. Dan A. Scott, state director of conservation and a group of engineers and businessmen will meet General Goethals and attend a luncheon in his honor. A local aviator has offered the use of his machine if the general desires to look over the project from the air.

Eighty Dollars Added in Short Time to Treasury

Salem motorists who yield to that impulse to dash through speed ordinances are beginning to believe that the Salem police force is on the job.
Chief Moffitt recently called the attention of department members to recent accidents and to reports that some drivers are inclined to speed when they believe that no traffic cops are about. As a result, Traffic Officer Hayden has made several surprise pickups during the last week.
Within 24 hours Hayden has nabbed four motorists who have contributed \$80 to the city treasury.
Vern Dager and Ralph D. Gibson, arrested Tuesday on a charge of racing on South Commercial street at 35 miles an hour and better, both entered pleas of guilty when arraigned before City Recorder Race yesterday. Each paid a fine of \$20.
William Busick paid a fine of \$20 for speeding on South Commercial street. August Schukky, 226 South Commercial street, was arrested on a charge of driving his motorcycle at 28 miles an hour within the city fire limits. He pleaded guilty and was fined \$20.

CHILDREN BURNED

COUNCIL BLUFFS, Ia., Feb. 1.—Two children, one aged one month and the other one year of Mr. and Mrs. D. Becker were burned to death today.

TOWN DESTROYED

TURTLE FORD, Sask., Feb. 1.—Fire today destroyed the business section of this town. The damage is estimated at \$75,000.

MAIL BURNS

EAST LIVERPOOL, O., Feb. 1.—A carload of mail for points between Cleveland and Pittsburgh was destroyed today by fire at Summitville, near here.

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