

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"

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## First Year of Unemployment Payments

Oregon's unemployment compensation commission has cast up its accounts for 1938 and finds that it has paid out \$5,816,410 in benefits in the first 12 months unemployed workers have received compensation. The reserves of the commission increased \$678 during the year revealing that the payments of two and seven-tenths per cent on payrolls made in the state were in virtually exact balance with benefits paid.

The first year's operations left the commission with \$5,824,000 in reserves, funds which were accumulated in 1936 and 1937 when the unemployment insurance taxes were first collected from employers. These reserves, deposited at interest with the federal treasury, are the backlog the board has if in any future year benefits should exceed income.

The board has not completed its figures on the class of industries which were the heaviest and the lightest drawers upon the unemployment funds. In round numbers it is known that the lumber industry took more than twice as much in benefits as its payroll payments, the contracting industry being the next heaviest in its levy for benefits. Stable industries such as the electric utilities received only a small fraction of payouts to their tax payments.

Under the existing unemployment compensation statute, as soon as an employer has built up a reserve equal to 7.5 per cent of his annual payroll, the commission may reduce the annual tax to as low as one-half of one per cent annually. The first one-half per cent of the payroll tax goes to a pooled reserve in the commission's funds; the balance to the individual employer's reserve account. By the end of 1940 numerous employers in Oregon will be in a position to expect a sizeable reduction in their unemployment insurance costs.

Then the commission will have a hard nut to crack. How much of the cost of unemployment insurance should be considered a levy on all payrolls for the benefit of those industries most affected by unemployment? Lumber production, Oregon's basic industry, drew more than twice as much in benefits in 1938 as it contributed. If unemployment insurance, save for the small pooled reserve, is to be charged to industry exactly on its experience record, the lumber business can expect to be paying at least six per cent of its payrolls by 1941 for unemployment insurance.

An interim committee should be appointed by the legislature to study this basic question of reserves for unemployment benefits. The employer who staggers employment and schedules production to reduce or avoid unemployment should have some credit in lessened taxation. Yet the fundamental industries such as lumber cannot pay a payroll tax rate which will restrict their ability to sell their products in a competitive market. The interim commission will need to take into consideration the reserve setup in other states, the additional operating experience which two more years of benefit payment will bring and the fundamental question of a fair ratio for unemployment benefits between the individual employer and the aggregate of all employers.

The past year the state unemployment commission has been so busy with the detail of getting out checks it has not charged the accounts of the various employers with payments made to their unemployed workers. This substantial book-keeping chore must be brought up to date before any commission can have an accurate picture of the problem. The ultimate decision on the proportion of pooled vs. individual reserves for unemployment insurance is a matter for legislative determination in 1941.

## Governor's Power Limited

The power of pardon, reprieve or commutation of sentence, entrusted by the Oregon constitution to the chief executive was granted to prevent the execution of sentence when some mitigating circumstance arose after trial, sentence and appeal, where justice demanded amelioration of the original sentence. The governor was thus empowered, in rare circumstances to rectify what turned about to be a palpable wrong done by the courts.

The power entrusted to the governor was not one, as it is sometimes considered, of pitting the executive's judgment or sentiment against the careful consideration of jury and judge. Governors who have thus used their pardoning rights have overstepped their constitutional authority.

In the case of Leroy Herschel McCarthy, to be executed in Oregon today, Governor Sprague has held strictly to the prerogatives of his office. Careful personal examination did not reveal any new evidence or extenuating circumstance which justified the chief executive in thwarting the decision of the Multnomah trial jury and the subsequent substantiation of its decision by the Oregon supreme court.

The instant case was somewhat clouded by a sector of public sentiment against execution by lethal gas or opposed to capital punishment by any device. But the public wish had already been spoken on both these matters. Oregon citizens, by majority vote, restored capital punishment after a period when it was banned. The 1937 legislature, seeking a supposedly "humane" method of execution, installed the lethal gas system. Neither house of the legislature gave any evidence Thursday that it was certain to change the prevailing method of execution or would submit the question of capital punishment to the voters.

A governor would be a man of iron heart if the pleas of parents and friends did not affect him. Nor is it easy to ignore the entreaties of men and women who are sincerely, and with considerable merit, opposed to capital punishment. But these factors are irrelevant to the fundamental consideration that the governor takes oath to enforce the law, without favor. Upon the voters who favored capital punishment, and the trial jury which voted it for McCarthy, the ultimate decision rested. The choice Governor Sprague has made, trying because of the human factor involved, is sound and commendable.

## Free Bridges?

San Francisco and Oakland did not wait to get the trans-bay ferris decently interred before beginning a chorus of demand for eliminating all tolls on the new bridge which only last week began to carry bay commuters on electric trains. Mayor Rossi is out for a free bridge. Governor Olson wants the tolls reduced and favors elimination of them in a not distant date.

Yet for years the commuters paid substantial tolls to the private concerns which ran the ferris and the \$70,000,000 loan made from RFC was secured as one which would be self-liquidating from the tolls the bridge would bring in. If the bridge charges are eliminated, all the motor vehicle users of the state will be paying for a magnificent improvement of primary benefit to the bay area. No one suggested while the ferris were in use that all the state contribute taxes to pay for the back-and-forth trips of the bay commuters. It is a different story, though, when the state becomes owner and operator of the big bridge—or any other public property. Free bridges will be a political vote-catcher and it is to be expected that the \$70,000,000 charges, together with interest, will be loaded off to the general taxpayer as fast as the bay propagandists can put over their program.

"Public school No. 118" in the crowded west side of New York City, is going to have an eight-story building, with elevators to take pupils to their proper floors. It's a far cry from the "little red schoolhouse."

## Bits for Breakfast

By R. J. HENDRICKS

Barry, historian, declares 1-20-39 murals in new state capitol deplorable; that not one of the four applies to this state:

(Continuing from yesterday.) In answering Mr. Barry's New Year greeting, this columnist said, in regard to what the historian had written about the murals: "I think it is good. May I not use it, as coming from you, in my Bits for Breakfast column in the Statesman?" The reply is somewhat longer than the first letter. It follows, beginning:

"You are perfectly free to use anything I write, as I write only facts. However, it seems to me that that insult to our good people is far too serious to evade by merely a comment by an individual. This whole state is now in the balance."

"Is it true that we are really a bunch of hillbillies, with feet of ducks and heads of geese, to be bunced like green rusties at a sideshow of a circus, and not have enough gumption to realize that we have been goldbricked?" Oregon has a bad name, of being a place to avoid. It was said to me by a prominent man the last time that I went back to New York City, as a rebuke to me for not using sense, that "CULTURED PEOPLE SHOULD KEEP WAY FROM OREGON."

"Only last week a prominent man back east wrote to me in regard to a recent amazing matter, that 'the people out there must be queer.' The whole deplorable mural fiasco looks like a practical joke."

"If it had been intended to test the gumption of Oregon people, to find if they had enough horse sense to know when they are bamboozled, no possible plan could have been more effective than that whole ridiculous absurdity. 'If it is possible that only myself, an outsider who happened to stray into this state, is the solitary person who is able to realize that the entire mess is like a comic opera in an asylum for the feeble minded, then by all means let that an outsider alone is able to see the hoax.'"

"It is an insult to the intelligence of our good Oregon people to imagine that I am the only one. Oregon people are good people, and have gumption, and it might be better to protest the ignominy as coming from the Oregon people as a whole, rather than from one outsider. The most effective way to demonstrate what Oregon people really are is to start a subscription for suitable pictures to replace the chromos."

Thus ends the reply of Mr. Barry to the letter of this columnist. But he also sends a mass of additional comment and information, which follows:

"It is most suitable that important historical episodes connected with THIS STATE should be depicted in murals in the state capitol. The first American ship off the coast of THIS STATE was the Lady Washington, 1788, Captain Robert Gray. There was a casual landing for wood and water, then the vessel sailed INTO Tillamook bay—into Oregon waters. This is totally different from sailing out in the ocean merely in sight of land, similarly to sailing within sight of an iceberg. There was a landing of all the men on the vessel except Gray and three men. That provides a really historical episode connected with THIS STATE."

"It provides magnificent OREGON scenery, the 1 American, with a negro slave cutting grass with a cutlass, natives bringing balled crabs. Oregon Historical Quarterly, June, 1928, pages 172-7, gives the data, and it has been available since about 1887, in Bancroft, History of the Northwest Coast, volume 1, page 707. (The first edition did not have the Haswell Journal.) 'Either the peaceful scene before the scrimmage, or else the battle, would be appropriate. (Note: Personally I suggested a great number of suitable episodes. I merely take the episodes selected, although others seem to me to be of greater importance. The point I emphasize is that the Gray landing is the one selected, and therefore that Tillamook landing IN THIS STATE is the obvious one to have depicted.)"

"Instead of depicting the Tillamook landing from Gray's vessel IN OREGON, the landing of Gray, Bolt and Hopkins in WASHINGTON was substituted. At Tillamook the first real landing by white men, who were Americans, took place, as historically known. Members of that crew had been the first historically known to set foot on Oregon soil, but at Tillamook there was wholesale landing. While Gray is not mentioned as landing, he might easily have landed at some earlier day. 'White men had often set foot in Washington. The Spaniards had erected a cross with religious ceremonies in Washington in 1592, and another in 1791. There had been a camp by Spaniards in Port Discovery, and when Vancouver set up his astronomical observatory there, they found signs of that Spanish occupation, and later learned of it, and that it had been named Port Quadra. The Spaniards were erecting a military fort at Neah bay at the time Gray landed in Washington. Vancouver had completed his survey of Hood canal, and his census was at the astronomical observatory in Port Discovery. (Note: Gray called the date of landing May 15, 1792, but Vancouver used two days later, and called it May 17th. The logs all vary in dates, owing to some ships going eastward, some westward, some using sidereal times, or some other basis; Bolt and Gray, on the same ship, use May 11 and May 12 for entering the Columbia. I merely explain this as someone may start a controversy as to dates. There was a difference of two days in the dates of Vancouver and of Gray. If anyone wants to verify I will be glad to send data. May 17 of Vancouver was the day the astronomical observatory was taken down, and the vessels sailed the next day; 1792 was leap year.)"

(Continued tomorrow.)

## They'll Do It Every Time



## Radio Programs

- KMLB—FRIDAY—1370 Kc.**
  - 7:30—5:45—Times O' Day.
  - 8:00—Musical Meditations.
  - 8:30—A Clock in Rome.
  - 8:30—Haven of Rest.
  - 8:45—News.
  - 9:00—Elder's Call.
  - 9:15—Friendly Circle.
  - 9:45—Prof. Thompson.
  - 10:00—Jury and Encores.
  - 10:15—News.
  - 10:30—Sibbalds in Blue.
  - 10:45—Musical Experience.
  - 11:00—Tele-Topics.
  - 11:15—Maxine Buren.
  - 11:30—Dramas of Youth.
  - 11:45—Muss and Music.
  - 12:15—News.
  - 12:30—Musical Serenade.
  - 12:45—Musical Interlude.
  - 1:00—Interesting Facts.
  - 1:15—Honey and Dick.
  - 1:30—Wayne and Dick.
  - 1:45—Book a Week.
  - 2:00—US Navy.
  - 2:15—Johnson Family.
  - 2:30—Jess Kirkpatrick and Orga.
  - 2:45—Helen and Andy.
  - 3:00—Feminine Fancies.
  - 3:15—Dr. Van Wyck.
  - 3:30—Musical Interlude.
  - 3:45—Fulton Lewis, Jr.
  - 4:15—Jack McLean's Orchestra.
  - 4:30—Dramas of Youth.
  - 5:00—Raoul Nadeau, Baritone.
  - 5:15—Adv. Gen. Shafter Parker.
  - 5:30—Helen and Andy.
  - 5:45—Dinner Hour Melodies.
  - 6:00—Spoke Hennessy's Legislature.
  - 6:45—Tonika's Headlines.
  - 7:00—Certain Time.
  - 7:15—Helen and Andy.
  - 8:00—News.
  - 8:15—Masters of the Baton.
  - 8:30—Lanck Ensemble.
  - 9:00—Newspaper of the Air.
  - 9:15—Nicoll Smith.
  - 9:30—Helen and Andy's Orchestra.
  - 10:00—Phil Harris' Orchestra.
  - 10:30—Jimmy Gray's Orchestra.
  - 11:00—Helen and Andy's Orchestra.
  - 11:15—The Squires.
- KOAC—FRIDAY—560 Kc.**
  - 9:00—Home-makers' Hour.
  - 9:05—Neighbor Reynolds.
  - 9:10—Home Economists.
  - 10:15—Story Hour for Adults.
  - 10:55—Today's News.
  - 11:00—Retail Industry.
  - 11:15—Trailer Travel.
  - 12:00—News.
  - 12:05—Cultural News.
  - 12:30—Market, Crop Reports.
  - 1:15—Variety.
  - 1:30—Helen and Andy.
  - 2:15—Guard Your Health.
  - 3:15—Travel.
  - 3:30—Symphonic Views the News.
  - 4:00—Symphonic Half Hour.
  - 4:30—Stories for Boys and Girls.
  - 4:45—The Campuses.
  - 5:45—Vespers.
  - 6:15—News.
  - 6:30—Agriculture Viewed by Editors.
  - 6:45—Market, Crop Reports.
  - 7:00—M. N. Nelson.
  - 7:15—Retail Industry Table.
  - 8:00—School of Music.
  - 8:15—Business Hour.
- KGW—FRIDAY—620 Kc.**
  - 7:00—Story of the Month.
  - 7:15—Trail Blazer.
  - 7:30—News.
  - 8:05—Ted White.
  - 8:15—Jingletown Gazette.
  - 8:30—Helen and Andy.
  - 9:00—Dan Harding's Wife.
  - 9:15—The O'Neill.
  - 9:30—Musical Parade.
  - 10:00—John's Other Wife.
  - 10:15—Just Plain Bill.
  - 10:30—Danceband.
  - 10:45—Dr. Kate.
  - 11:00—Betty and Bob.
  - 11:15—Arnold Grimm's Daughter.
  - 11:30—Valiant Lady.
  - 11:45—Hymns of All Churches.
  - 12:00—Grand Old Time.
  - 12:15—Ma Perkins.
  - 12:30—Popper Young's Family.
  - 8:35—News.
  - 1:00—Backstage Wife.
  - 1:15—Stella Dallas.
  - 1:30—Ye and Sade.
  - 1:45—Giri Alone.
  - 2:00—Homesweet Hannah.
  - 2:15—Radio Review.
  - 2:30—Benaz Arts Trio.
  - 2:30—Hollywood Flashback.
  - 2:45—Edward Davies.
  - 3:00—News.

## 10 Years Ago

January 20, 1929  
Complete issue of "Studio Light," a magazine for photographic profession, is given over this month to artistic portraits made by Kennell-Ellis studio of Salem, with Earl Kennell and Ernest Ellis, photographers.

First local institute of year for Marion county school teachers will be held in Silverton February 16 under direction of Mary L. Fulkerson, county school superintendent.

In less than half a school year the auto mechanics shop at the Salem high school is declared a huge success by the instructor, Tom Wolgamott.

## 20 Years Ago

January 20, 1919  
Mrs. W. H. Dancy has resigned her position as head of the supply department of the Red Cross and Mrs. Charles Graham will fill the position.

Dr. Prince W. Byrd, physician at the state asylum, returned Thursday from Oglethorpe, Ga., where he had been in the x-ray department of the service.

Mr. and Mrs. Hugh McCammon have left for Seattle where Mr. McCammon will re-enter the brokerage business in which he was engaged before his enlistment in the aviation service last year.

## Automobile Test 'Rocket' Charges Are Considered

PORTLAND, Jan. 19—(P)—A charge that Portland's automobile testing station had "developed into a racket," made by State Senator George T. Eayrs (D-Portland), was considered today by Commissioner R. Earl Riley. Riley said the city had gained \$157,959 from 511,219 inspections in 25 months.

## Our Storewide Pre-Inventory SALE

IS IN FULL SWING NOW  
Visit Our Many Departments for Real Bargains. Come In.  
We Give "Poll Parrot" Premium Money with Sales  
BLOCH'S  
**Golden Rule Store**  
Salem, Ore. 220 to 226 N. Liberty

# Fred Meyer

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# DUNLOP BISON

Our Reg. Low Price **\$7.49** Size 600x16 Shipping Weight 21 Lbs.

SIZE	PRICE
4.50-21	\$4.52
4.75-19	\$4.78
5.00-19	\$5.18
5.25-18	\$5.72
5.50-17	\$6.32

DUNLOP BISONs are made from high grade pure rubber, right from DUNLOP's own plantations. The BISON has the same high grade, long staple cotton cord that goes in DUNLOP's higher priced tires. Here is a tire priced for the man who demands lowest initial cost—and yet wants a tire that will give many thousands of trouble-free miles. Buy now!

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Dunlop tires were the first made commercially—the founding of the tire industry—by Dunlop over 50 years ago; first straight-side tires; first low-pressure tires; first balloon type tires; first Dunlop flex tire maker to attain world-wide distribution—Dunlop; first the maker to up its own entire cord requirements—Dunlop; first to develop and make the drop center rim—DUNLOP.

### GUARANTEED

Without Limit to Months or Miles

Without limit to months or miles, any DUNLOP tire sold by Fred Meyer is guaranteed to give satisfactory service. Should a DUNLOP fail, we will repair it FREE or replace it with a NEW TIRE, charging only for service rendered.

### Correspondingly Low Prices on Other DUNLOP Car and Truck Tires Will Be Furnished On Request

See the DUNLOP Today!

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### WORLD'S RECORD FOR SAFETY 357 1/2 Miles Per Hour on Dunlops

Captain G. E. T. Eyston, land speed record holder, used LUNLOPS on his "Thunderbolt" racer. Never before has ANY tire withstood such punishment! DUNLOPS prove their safety and wearing features under actual, grueling speed and endurance tests such as Captain Eyston's "Thunderbolt" gave them.

## FOR RENT — Floor Space in the New Fred Meyer Store

Floor space available! The lower level in the new Fred Meyer store is being divided for prospective tenants.

SEE MR. BATCHELDER  
Between 9 A. M. and 1 P. M. daily, at lower level this week.