

## CORRESPONDENT TELLS STORY OF GERMANY'S CRISIS

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BERLIN, July 4.—(U.P.)—Cabinet ministers and taxicab drivers, worried directors of the Reichbank and humble merchants, industrial leaders and petty shopkeepers, dealers and humble merchants, dealers in steel and dealers in matches, high and low await word from Paris and from Washington that the last straw to Herbert Hoover's debt moratorium proposal has been removed.

Upon that word rests the hope of national and individual economic stability, or the fear of utter economic demoralization.

**French Oppositions Feared**  
Today, Germany is teetering between whittled anticipation of rescue from what, for months, has seemed certain social and economic collapse, and the gravest of fear that French opposition may yet blast the hopes aroused by America's message.

And, casting their shadows over this conflict of national and personal psychology, are the antagonistic political agents of Hitlerism and communism, waiting on the one hand to take advantage of a new revival of German morale, or on the other, to seize the opportunity offered by a complete and final crash.

All Germany appreciates—as the rest of the world might consider—that if Mr. Hoover's efforts to establish a debt moratorium should fail, Germany's fate will rest upon the struggle that is bound to follow between these two contending armies, each seeking to seize control of the reich, to establish iron rule, and thereafter, dramatically, to repudiate forever—in their minds—the national obligations arising from the world war and the post-war financing.

**Three Roads Ahead**  
Three roads lie before the German people today. The first is the road to normal rehabilitation as mapped out by centuries of capitalist experience; the second is the road to the Hitlerite, which means debt repudiation; and the third is the road to the communist, which means the nationalistic, avowedly imperial spirit and the route to thorough communism, leading down the red Russian road to complete collapse of the existing Germanic social order.

You have seen the picture of a nation that has tasted oppression and defeat. It also has tasted the thrill of "good times," of luxury, of improved social order, of expansion. It has seen, on the one hand, the promises of standards like those of America. And to the east, it has heard the promises of equality and justice from the communist system now in the making.

**Peasant in Firm**  
As a result the German peasant will no longer eat black bread and let his wife go barefoot. He will be regardless of the blacking and quarrelling of statesmen, and regardless of the promises made by his political leaders, he will choose the path for himself—towards fascism or towards communism—unless intervention in his dilemma comes through acceptance of the American principle and proposal laid down by President Hoover.

The thought, alone, that the United States, richest and most glamorous nation in the world in the eyes of the average German, has interposed a hand to stay the demoralizing influence weighing him down, has had a tremendous psychological effect throughout the land. It has stirred, as nothing else might stir, the minds of millions of sullen and hopeless peasants.

Accordingly, although acceptance of the plan will mean reduction of a heavy tax rate by only 7 per cent, the very gesture has been taken as a promise of rescue from the slough of economic dependence in which the whole nation has been wallowing.

**4,000,000 Jobless**  
Out of a population of 50,000,000, more than 4,000,000 are now without work in Germany. When you subtract from this population the aged, the young, the incapacitated, you may recognize what an appalling dearth of work exists throughout the German republic.

The "white-collared" class of Germans comprises millions. They are men and women who want to work, to keep clean, to have substantial clothing, to go to the movies, to own motorcycles and wear silk stockings; they want to go to the movies, to see their brothers and sisters in America. They want to live and maintain their self-respect, and to have the little comforts and semi-luxuries that make life something more than bare existence. And they must grind and grind and grind merely to pay their taxes. Their own standards, far from rising, have slowly been sinking into a state of shabbiness that cannot but have its reflection in the pessimistic minds of the victims.

**Relieve from Disaster**  
To these people, as a class, Hoover's statement and proposal came like a new sun to dispel the darkness of despair. It was, to them, a warrant for new life, a reprieve from disaster.

Yet there are optimists, even in Germany. There are those who point out the recent revival of output in many branches of industry, such as mining, textile, machine and steel. They mention a favorable balance in Germany's foreign trade in the face of worldwide depression and other

## TELLING ABOUT THE CAMP MEETING!



A big camp meeting, conducted by the Bible Standard church, was to start Sunday at the Lane county fairgrounds. The meeting series, drawing speakers and musicians from all over the Pacific coast, is to last from July 6 to 26. Handbills telling of the event were scattered Saturday from an airplane flying over Eugene and Springfield. From left to right are Mack McManis of the Springfield airport, pilot, Mrs. R. R. Neat, S. K. Clark, soloist at the camp meeting, Rev. W. R. Neat of the Lighthouse Temple, Eugene, and William A. Boyle, financial manager of the camp meetings.

factors that lend hope to the situation. To these—the optimists of Germany—the Hoover proposal lends added strength. Given the benefit of a year's stay from the obligations suspended, like a guillotine, over the necks of the German people, and they believe that thorough, sound economic recovery will be on the way.

**As Glimpse at the economic figures** German industry during the past few years will afford substantial reason for the unprecedented depression, actual and mental, that has existed in Germany during the past few months.

**Production Shrinks**  
First, the volume of industrial products during 1931 has shrunk to the volume of 1924, when Germany was just pulling herself out of the war mire. Yet, during the year ended April 1, 1931, this output decreased 25 per cent over the previous year. Wages, meanwhile, suffered a 15 per cent cut, while the cost of living dropped only 6 per cent.

The expansion, and in a sense, speculation, during the halcyon years from 1926 to 1929, is shown by the fact that investors poured 20,800,000,000 marks (approximately \$6,740,000,000) into industry, into the enlargement of plants, into public utilities, and transportation. And during the same period, 20,200,000,000 marks (approximately \$6,230,000,000) went for the replacement of obsolete machinery and for the building or repairing of factories and plants. Today, in smashing contrast to this outpouring of wealth that brought livelihood, work and joy to millions of workers, only 1,000,000,000 marks (approximately \$238,000,000) a year is being thrown into such construction throughout Germany.

The rate of building construction for 1931—the figures are those of the Prussian chamber of commerce—is one-third below that of 1930. More than 50 per cent of the laborers in building trades are without work, in contrast with 40 per cent last year and 14.8 per cent in 1929. According to these figures, the outwork building laborers constitute 15 per cent of the total number of unemployed.

**Building Decreases**  
There was a slight upward trend in certain industries between January 1 and May 1 of this year, particularly in the textile, machine and steel lines, but the output of certain of these products, such as potash, anthracite, lignite and pigiron was radically curtailed.

In the main, seasonal improvements have failed to offset the steady and continuous reverses of the past 18 months. In the Ruhr, for instance, the average daily coal production was 285,000 tons in the month of May, compared to 347,000 tons in May, 1930, and the 1929 daily average of 407,000 tons.

In general, all industry is operating at 40 per cent of its capacity, there are no new importations of machinery and weekly earnings this year have decreased nearly 25 per cent over those of 1930.

**Boy Shot Fatally By Brother in Play**  
WICHITA, Kan., July 4.—(U.P.)—Playing a game to determine who was "faster on the draw" Paul Croone, 20, shot and fatally wounded his brother Edgar, 14, here last night.

Paul and another brother, Roy, 16, armed with a rifle and a loaded shotgun, police said, were trying to get the "first draw" on each other. Paul accidentally pulled the trigger of the shotgun and the charge pierced Edgar's side. The younger boy was playing nearby his older brothers. He died later in a hospital.

An electrical workers' union in Chicago declined to accept a raise offered by its five-year agreement with employers, "in view of the business depression."

Beauty and scholastic attainments go hand in hand when the University of Wisconsin picks its most beautiful coeds. Witness Bethana Bucklin, above, of West Bend, Wis., selected as one of five "campus aces" by The Badger, university yearbook, which took good grades as well as pulchritude into consideration.

## HATHAWAY OFFERS NEW PLYMOUTH TO MOTORISTS HERE

An entirely new Plymouth is unveiled in the salesrooms of Hathaway Motor company, Firestone building, 11th and Pearl streets and, partly because of its wide price appeal, but principally because of its extraordinary design, this car is expected to attract wide attention.

This new Plymouth is radically different from all cars in one very fundamental aspect. It embodies a new engineering principle which has been called floating power, and which is stated, stimulates all feeling of engine vibration in the new Plymouth.

In floating power the Plymouth engineers developed a two-point (front and rear only) suspension, allowing the engine to rock or oscillate freely and thus dissipate its own vibration. Inch thick blocks of live rubber serve not only as pivots at the mounting points, but also as cushions.

The elasticity of the rubber serves both to give freedom to motion of the engine as a mass and to limit the motion. Necessary contact of rubber to metal is achieved as the result of bonding the rubber to the metal. The rubber is thus not compressed and its full elasticity is utilized.

The suspension points—the front one at almost the highest to which the mounting could be applied, and the rear mounting below the crankshaft axle—suspend the engine in perfect balance. An engine thus suspended in balance does not tend to vibrate so much—actually tends to nullify the effect of torque reaction.

In every car torque reaction tends to swing the engine to the right side so a further check on motion in this direction is created by the placing of a cantilever spring, which extends from the rear of the engine block to the right side of the frame, much like the arm of a lever-type shock absorber extends from its mounting to the axle of a car. The spring only functions at the instant of accelerating or starting; the elasticity of the rubber and the balance of the engine providing complete and adequate stabilizing for all constant speed running.

Test models have been subjected to every sort of trial, including the equivalent of several years' severe operation.

Combined with floating power in the new Plymouth, is the industry's recent innovation—free wheeling—as standard equipment. Free wheeling is an accredited development. It is, however, an unlooked for thing that it should so quickly be incorporated in standard specifications of any car in the lowest price field. The Plymouth free wheeling unit provides for dash board control where by you can either "avert yourself of free wheeling or drive the car as if it did not carry this unit. Control is as simple as the operation of the choke button. With Plymouth free wheeling the driver can free-wheel in all forward speeds and can shift

speeds forward without using his clutch pedal.

Shifting, also, is refined in the new Plymouth. It is called easy-shift transmission, because it permits shifting from second to high and back again at 35 or 40 miles per hour without clash of gears.

In power and speed, the new Plymouth also is advanced. The new engine with an S. A. E. rating of 21.03 horse-power actually develops 56 horse-power, which in road tests show absolute speeds of 65 to 70 miles an hour and pick-up from 0 to 40 in 9.7 seconds. Many other new features are presented in this new car—carburetor intake silencer, R. R. Neat piston, Silver Dome high compression engine head designed to use ordinary fuel, vacuum controlled spark retard for smooth idle in addition to full automatic spark

advance, water temperature indicator on the instrument panel. Hydraulic brakes and safety-steel bodies are also featured as exceptional in low-priced car specifications. Eight new body styles are offered.

**Old Schooner Burns As Tide Delays Aid**  
SAN FRANCISCO, July 4.—(U.P.)—The old steam schooner Davenport, valued at \$25,000, burned to the water's edge here early today when low tide prevented the fireboats from reaching the ship.

The ship, owned by the Whitelaw Wrecking company, operated for many years between San Francisco and Eureka in the lumber trade.

A snail can travel one mile in 14 days.

**Many Present at Big Grange Picnic**  
A big crowd turned out for the annual picnic given by the Grange of Lane county on the Fourth of July at Riverside park. It is estimated more than 200 members and families were present.

The Goshen grange put on a game and a baseball game was played between the Goshen grange team and a pick-up team from the other granges. The pick-up team won the game. Readings, music, and other entertainment made up the program. The granges have given similar events for the past four years.

**AT HOSPITAL**  
Guy Renfro, Southern Pacific employe, has been admitted to the gene hospital for treatment.

## EUGENEANS PLACE IN BIG ARCHERY EVENT SATURDAY

CORVALLIS, Ore., July 4.—(U.P.)—Two state distance records were broken in the fifth annual state archery meet here today.

Homer Prouty, Portland, sent his arrow 308 yards, 1 foot, 10 inches to capture the men's flight event and set a new state record. The former record, 373 yards, was established in 1929 by L. L. Dalley, Eugene.

Dr. O. L. Tawney and Dr. Ralph Cather, both of Portland, shot their arrows to within two feet of Prouty's. All exceeded the previous national record made in a national meet, or branch thereof, to be recognized.

Mrs. Homer Prouty broke the women's flight record at 340 yards, 4 inches. She also held the former record, 294 yards, 9 inches, set in 1929.

Target scores were low today, compared with former years. A. E. Coleman, Corvallis, won the grand championship with a score of 880. Miss Adele Hodges, Portland, won the women's championship with 1087. Jack Daily, Eugene, won the junior championship.

**Summary**  
Men's Flight—Won by Homer Prouty, Portland, 308 yards, 1 foot, 10 inches; second, Dr. O. L. Tawney, Portland, 308 yards, 1 foot, 10 inches; third, Dr. Ralph Cather, Portland, 307 yards, 2 feet, 10 inches. (New state record).

Women's Flight—Won by Mrs. Homer Prouty, Portland, 340 yards, 4 inches; second, Mrs. B. G. Thompson, Corvallis, 294 yards; third, Mrs. L. L. Dalley, Eugene, 322 yards, 2 feet, 10 inches.

**Men's York Round**—Won by A. E. Coleman, Corvallis, 378; second, E. J. Partlow, Monmouth, 359; third, Henry Burr, Coquille, 314.

**Women's York Round**—Won by Mrs. L. L. Dalley, Eugene, 195.

**Women's Double Columbia Round**—Won by Adele Hodges, Portland, 734; second, Mrs. Grace Trachsel, Sweet Home, 728; third, Mrs. Sadie Chase, Portland, 685.

**Junior American Round**—Won by Jack Daily, Eugene, 534; second, John Hudson, Lyons; third, Mike Greenwood, Corvallis.

**Eight States Add To Gasoline Tax**  
Increases in the gasoline tax rates by eight states during the last sessions of the legislature will cost car owners \$30,000,000 annually in additional taxes, according to J. E. Shelton, general manager of the Oregon State Motor association.

In citing this further pyramiding of the gasoline tax, Mr. Shelton pointed out that a recent survey of the cost of gasoline in fifty representative cities showed that while the average retail price of the fuel has decreased 48 per cent in the past ten years, the average gasoline tax has increased more than 2,000 per cent in the same period. He added that the tax now amounts to from 13 to 82 per cent of the price motorists pay for gasoline.

On the basis of a report received from A. A. A. national headquarters, Mr. Shelton said that the average retail price of gasoline on March 1, 1931, was 14.46 cents per gallon, or 33.79 cents below the average retail price of 25.25 cents per gallon in effect on March 1, 1921, a decline of 43.8 per cent.

"During the same period," he continued, "the average gasoline tax rate increased from less than one cent per

gallon, 1914, as of March 1, 1921, to 3.86 cents per gallon on March 1, 1931, a gain of 2.87 per cent. In 1921 16 states were taxing gasoline. Today all states and the District of Columbia impose the levy."

The A. A. A. club executives listed the eight states which have already increased gasoline taxes during the current year of the legislature, and the amount of the increase, as follows:

Arizona, 4 to 5c; Arkansas, 5 to 6c; Massachusetts, 2 to 3c; North Carolina, 5 to 6c; North Dakota, 3 to 4c; Oklahoma, 4 to 5c; Washington 3 to 5c; and Wisconsin, 2 to 4c.

**DETROIT LEADS BIG AIR CONTEST**  
DETROIT, July 4.—(U.P.)—Flying a blue center-wing monoplane, C. H. Sugg, Detroit pilot, led the 15 competing planes of the 1931 national air tour from Ford airport at 10:04 a. m. eastern standard time today on a 15-mile cross-country jump to the Walkerville, Ont., airport, the first stop on a 6,500-mile flight through eastern, central and southwestern states.

Captain Walter Henderson, Detroit, was second away, with Jack B. Story, of Detroit, following closely. The other contestants took off at one minute intervals, without mishap. Eleven accompanying planes, carrying Jimmie Doolittle and Ray Collins, officials of the tour, newspapermen and passengers, followed the contestants from the airport.

**CHICAGO STUDIES SUPER HIGHWAYS**  
CHICAGO.—(U.P.)—A study to determine whether a system of super highways costing \$300,000,000 would solve Chicago's increasing traffic problems is being made under the direction of Miller McClintock, director of the street traffic research bureau of Harvard university.

At the same time an investigation into the traffic accident problem in this city is being handled by F. M. Kreml, former head of the accident prevention bureau of Evanston, Ill. Both investigations were authorized by the city council upon the recommendation of the committee on traffic and public safety.

Some years ago McClintock made a similar survey, and from the earlier report were evolved most of the present traffic ordinances and regulations. In his present survey McClintock will deal with the engineering, financial and traffic problems of such contemplated construction.

Chicago's outer drive, which skirts the business streets along the north side and follows the shore line, is a super-highway, McClintock said. Its practicality in handling excess traffic during the morning and evening rush hours is demonstrated daily, he said, but he insisted that it would have to be proven that the contemplated \$300,000,000 super-highway construction was economically necessary before the city would embark on such a program.

Humming birds, swifts, swallows and martins cannot walk or hop on a horizontal surface.

**CAMPUS ACE!**

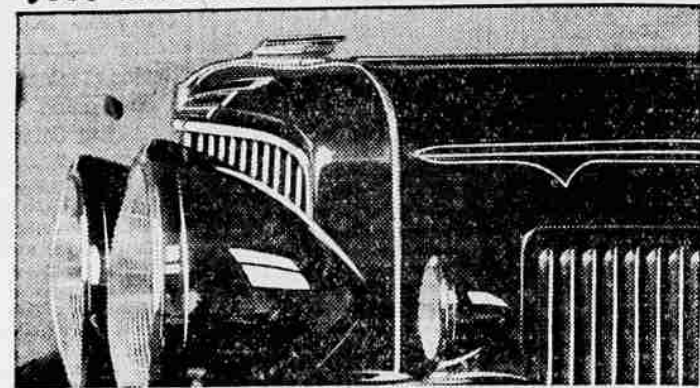
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under the Plymouth hood, and many guessed the New Plymouth to be an Eight. Plymouth challenges with Free Wheeling in all forward speeds—the only car in the lowest-price field offering this epochal development as standard equipment.

Plymouth challenges with a new, easy-shift transmission—which makes it possible to shift from second to high and from high back to second at speeds of 35 or 45 miles an hour!

Plymouth challenges with 56 brake-test horsepower....  
Plymouth challenges with self-equalizing internal hydraulic brakes....

Plymouth challenges with double drop frame....  
Plymouth challenges with entirely new styling, with new eye-compelling beauty of line and color....  
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