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Oregon Observations

Medford—Alexander Sparrow, superintendent of Crater Lake national park, received word today that the snow is now nine feet deep at the rim of the lake.

Portland—Three full cargoes of wheat or flour were booked yesterday by the Columbia-Pacific Shipping company for export from Portland to Europe during May and June.

Baker—Members of the fire department have presented to the city commissioners a demand for an increase in salaries of \$20 a month, to take effect May 1.

Portland—Speculation as to the amount of lumber that can be stowed aboard one of the Ferris wood hulls when rigged as a sailing vessel is set at rest today when it became known here that the Northern Alicia Haviland, now awaiting a crew at Port Angeles, had been cleared with 1,823,000 feet for South Africa.

Public Forum

To the Editor:—In Thursday's Journal under heading of "Latest News Covering Central Willamette Valley," Mr. Angel news you have published an article which is very inaccurate and misleading.

You say there are only about four hundred carloads of potatoes in the state yet to be shipped from the 1931 crop compared with three thousand cars at this time last year. The report of the United States department of agriculture, bureau of markets, shows that Oregon only shipped 1845 cars of potatoes altogether last season and the estimated production this season was 88 per cent less which was cut probably 29 per cent more by the freeze, making only about 48 per cent last season or 1145 cars to be shipped this season, and it is the writer's opinion that there are not fifty cars remaining in the state to be shipped. To give you an idea of what this means, we have shipped as high as thirty cars in the month of May with at least ten other firms in the state handling as many as we do. While this year we will probably not ship more than two or three cars the balance of the season. H. E. MANGIS.

JAY WALKING TABOO

San Francisco—"Jaywalking" is under the ban in San Francisco and Boy Scouts are assisting the police in a campaign to prevent pedestrians from swarming across the streets in unregulated crowds. Jaywalking is held to be particularly dangerous on Market street, on which there are four sets of surface streetcar tracks.

During the week ending April 15 there were five fatalities in Oregon due to accidents, according to a report of the industrial accident commission.

Abe Marlin



There's just two things that count—a six-hour day at a \$18 shift, and a \$100 a day. What's the use of the \$100 a day if you can't get a six-hour day?

AT PUBLIC EXPENSE

Politicians in congress propose to secure the ex-soldier vote by providing a bonus of \$1.25 a day for each day spent in the service, necessitating the expenditure of over a billion dollars, which it is proposed to saddle on to the people in the form of a direct tax upon sales. As a result, the already overburdened public would have to pay taxes upon purchases of merchandise and necessities, the same as they now pay on luxuries. The tax would be added to every article and the cost of living immensely increased, to the consumer, and the ex-service men who secured the bonus, would have to pay as consumers part of it back as taxes to live.

Meanwhile, nothing is done by these congressional statesmen to curb the profiteer and prevent piling up still higher his fabulous profits. Instead of mulcting the swollen fortunes of the profiteer, the burden is to be shifted upon his victims and the consumer pay the bill.

While something should have been done for the service men, to enable them to help themselves, the time to do it was when they were mustered out of service and left to start life anew. The proposed bonus comes too late to be of much assistance to men already re-established in industry, and the idea of a bonus on the eve of election as a tardy reward for patriotism must be somewhat repulsive to men who freely offered their all to their country—a service beyond price. It has the appearance of a cheap attempt to influence votes by a raid on the treasury at the people's expense.

The present congress is certainly breaking all records as the worst ever and has displayed less constructive ability and common sense than any in recent history.

INCREASING HIGHWAY FUNDS.

There was a time, in the not distant past, when Oregonians were content to wallow in the streaks of mire called roads, and as fiercely fought every effort at highway improvement as the barbarians of old combatted the encroachment of civilization. That time has happily passed, although we still have with us bourgeois tenaciously opposing progress and bitterly contesting every proposed improvement as a matter of habit.

Oregon has ingeniously solved the problem of highway building by shifting the financial burden upon the automobile, and motor license receipts are used to pay interest and principal upon highway bonds. The ever-increasing number of motor vehicles provides an ever-increasing fund—so that more money is available than can be utilized under present legal restrictions.

To remedy the situation and provide a way whereby the highway program outlined can be completed and extended, a constitutional amendment has been submitted to the people for approval at the May primary election, extending the bonding limitation of the state for highway construction to four per cent of the assessed valuation, instead of two per cent, which will permit the issuance of bonds to the limit that motor license receipts can pay for.

Under the system adopted, the state highways are paid for by the motor owners who use them, instead of the general taxpayer, who secures the benefit of the highway without cost. The more state highways constructed, the better for the state and its taxpayers. Therefore, there can be no reasonable objection against the extension of bonding limitation, which means only the extension of state credits and not the expenditure of monies raised by general taxation.

Everyone who favors good roads and constructive development should vote for the four per cent bonding limitation.

Rippling Rhymes

POTATOES. Today I bought a peck of spuds, my hungry form to fill; I had to soak my Sunday duds ere I could pay the bill. I paid as much to buy a peck as once a bushel brought; and so I wept and cried "By Heck" and drank a williewaught. I drank a horn of Adam's ale, my spirit to revive; for how can one dig up the kale, and keep his pep alive? They say we run to luxuries, when we a-shopping go; for costly meats, imported cheese, nor hard earned bucks we blow. "Eat simple fare," the wise men say, "cut out the rich and fine, and you may save some coin each day, and put the same in brine." The wise men sagely chew their cud and hand us logic pure; but is there simpler fare than spuds, the standby of the poor? 'Tis not the farmer makes them dear; the grocer's not to blame; some fat and heartless profiteer is at his beastly game. Somewhere there is a middleman whose rake-off is a crime; the buyer is the also-ran who gets stung every time. Somewhere there is a scyamore, somewhere a hempen rope; these crazy times will soon be o'er, and sense will come, I hope.

LOVE and MARRIED LIFE

By the Noted Author IDAH MCGLONE GIBSON

A MATTER OF BUSINESS. "Just what does that oil business mean?" asked John of the lawyer. "Mrs. Gordon's cousin can tell her that better than I," said the lawyer. "That is one of the things, Katherine," said Charles, "for which your mother and I came to Atlantic City. We intended to tell you that a gusher had been struck on some property belonging to you in Texas, but your mother's illness and sudden death put it entirely out of my mind. I had intended going down there to see about it as soon as your mother was settled with you."

"Well, I think," said John eagerly, "that I can leave my business next week and go down and see about it myself. It won't be necessary to trouble you."

Public Forum. To the Editor:—The most encouraging sign of success of the overall club movement, is the roar of protest brought forth from manufacturers and dealers. While clubs are being organized, manufacturers are being prepared to playing orders with wholesalers, the movement is being denounced as "silly," "crack," "unpatriotic," and last but not least—a failure. Members of the club move with pleasure, however, that as yet the movement has not been confused with belief or the I. W. W. Our would-be champions of the public safety hasten forward with figures to show the fall of the movement by pointing out to us that if there is an unusual demand for denim, it will tend to raise prices, thereby offsetting any good temporarily gained by refusal to buy denim. We appreciate this view

confession—or ultimatum—as you choose to call it, and have no doubt that denim will be boosted as soon as "big business" can rise to the emergency, just as "big business" always rises to supply a popular demand, but always at increased rates.

The present fad, coming so suddenly and without warning, caught these gentlemen napping, and now they have awakened to the fact that somebody has "put something over," and as they were not even invited to the "putting," it must, of necessity, be a failure. In Birmingham, Alabama, (quoting from Cooper's Weekly) prices on overalls were raised from two dollars to six, while the clubs were being organized. In Poughkeepsie, N. Y. (quoting Capital Journal) a news item states that while wholesalers had not as yet advanced prices, retailers were selling at advanced prices everywhere. Thus we note that the retailers, who as a class loudly proclaim their innocence, are in many cases as guilty as the worst of them. The fact that dealers the country over were caught with ample supply to satisfy present demands, with no excuse under Heaven to increase prices, has made it possible to get outfits at fairly reasonable prices, while these disgruntled gents endeavor to console themselves by issuing their ultimatum, "We'll get you next time."

Your writer in the Journal of the 21st attempted to show that a bushel of wheat would buy as much proportionately as it did five years ago. Granting his premise, I would like to state that while the farmers what is still the same quality of five years ago, the fifty dollar suit of today falls far short in quality of the twenty-five dollar suit of five years ago, as many of us with experience are willing to testify. Besides the farmer is not the whole population, and with the exception of a few trade unions that have had the power to force their wages to a level with the increased cost of living, there are hundreds of thousands in clerical positions, teachers, etc., who are still struggling along on increases of forty per cent, and less. The postal clerks for example, have, only this last year, received an increase amounting approximately to thirty-seven and one-half per cent more than the basic salary of ten years ago. With this condition prevailing in many other similar vocations, is it any wonder that we are being driven into overalls?

INCREASING HIGHWAY FUNDS. There was a time, in the not distant past, when Oregonians were content to wallow in the streaks of mire called roads, and as fiercely fought every effort at highway improvement as the barbarians of old combatted the encroachment of civilization. That time has happily passed, although we still have with us bourgeois tenaciously opposing progress and bitterly contesting every proposed improvement as a matter of habit. Oregon has ingeniously solved the problem of highway building by shifting the financial burden upon the automobile, and motor license receipts are used to pay interest and principal upon highway bonds. The ever-increasing number of motor vehicles provides an ever-increasing fund—so that more money is available than can be utilized under present legal restrictions. To remedy the situation and provide a way whereby the highway program outlined can be completed and extended, a constitutional amendment has been submitted to the people for approval at the May primary election, extending the bonding limitation of the state for highway construction to four per cent of the assessed valuation, instead of two per cent, which will permit the issuance of bonds to the limit that motor license receipts can pay for. Under the system adopted, the state highways are paid for by the motor owners who use them, instead of the general taxpayer, who secures the benefit of the highway without cost. The more state highways constructed, the better for the state and its taxpayers. Therefore, there can be no reasonable objection against the extension of bonding limitation, which means only the extension of state credits and not the expenditure of monies raised by general taxation. Everyone who favors good roads and constructive development should vote for the four per cent bonding limitation.

Moffitt Starts Crusade Against Lawless Drivers

Instructed to "nab" all lawless auto and motorcycle drivers, and charged with uninterrupted enforcement of the city's traffic statutes, Traffic Officer Moffitt began at noon today a systematic crusade against speeders, reckless drivers and careless motorists. Heretofore Officer Moffitt's detail has covered a wide range, including traffic patrol, investigations and emergency runs. Chief of Police Welsh said this morning that with the increase of traffic and the inability of one officer to cover traffic and aid in other police work he has decided to place one man on traffic violations alone. Complaints have come to headquarters that traffic violations are being made in outlying districts of the city and the chief hopes to be able to combat this by placing an officer with entire time in running down the violators. Shortly after noon Ted Loder, residing on North 17th street, was reported for cutting a corner with his auto; and P. S. Killian, route 5, Salem, was reported for driving past a standing street car.

QUAKES AT TAHITI

Papeete, Tahiti.—The series of earth quakes which have shaken the islands of Tahiti, Moorea and Meheia, since 1918 still continue and during February increased in intensity. Scarcely a day has passed without several earth tremors. The center of these disturbances seems to be under these islands.

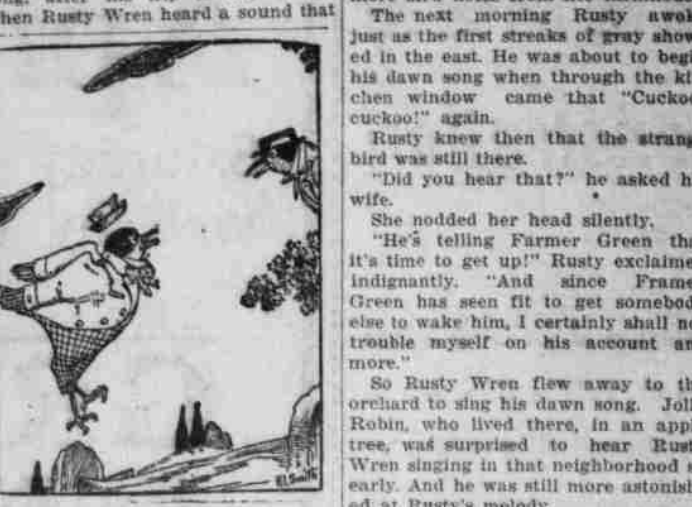
YOU Will Pull 'Em Out with Our Fishing Tackle. In Spite of the April Showers. Rods \$1.75 up. Reels \$1.50 up. Line .15c up. Leaders .15c up. Spinners .20c up. Salmon Eggs .25c to 40c. Live Chub on Saturday. Abbie & Embrie, Alcock, Superior and Lyle net and dry flies, Domagiac, Neverfall, Tad Polly and Bite'em, Bass Minnows. Perfection Rod Tips, Large assortment of Snelled Hooks, Bait Boxes, Leader Boxes, Fly Books and other.

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THE NEW BIRD CHAPTER V.



Farmer Green had not been home long, after his trip to the village, when Rusty Wren heard a sound that was then after sunset. And soon Rusty Wren's family were all fast asleep, without having heard any more bird notes from his farmhouse. The next morning Rusty awoke just as the first streaks of gray showed in the east. He was about to begin his dawn song when through the kitchen window came that "Cuckoo! cuckoo!" again. Rusty knew then that the strange bird was still there. "Did you hear that?" he asked his wife. She nodded her head silently. "He's telling Farmer Green that it's time to get up!" Rusty exclaimed indignantly. "And since Farmer Green has seen fit to get somebody else to wake him, I certainly shall not trouble myself on his account any more." So Rusty Wren flew away to the orchard to sing his dawn song. Jolly Robin, who lived there, in an apple tree, was surprised to hear Rusty Wren singing in that neighborhood so early. And he was still more astonished at Rusty's melody. His voice was so much shriller than usual that Jolly Robin knew instantly that something had displeased him. "What's happened to upset you?" Jolly Robin inquired, after Rusty had finished singing. "I expect to come here and give my dawn song every morning," Rusty remarked. "And if there's anybody living in the orchard that objects, he had better move away at once." Of course Jolly Robin didn't want to do that. And he said as much, too. "But I hope you'll sing a little more happily," he told Rusty, "because I don't like to hear people complaining—and neither does my wife." It is easy to understand why Farmer Green and his family overslept, when one knows that Rusty Wren no longer sang his dawn song beneath Farmer Green's window. And when Rusty said that the whole household never stirred until long after sunrise, he was so pleased that he couldn't help making a few remarks about the new bird in the farmhouse, which had annoyed him so by singing "Cuckoo! cuckoo!" "This stranger is a very poor songster!" Rusty said to his wife. "All he can sing is 'Cuckoo! cuckoo!' in that silly way of his. He has no trills and runs and ripples at all! And he can't ever repeat his song ten times a minute, as I give mine. He has to wait at least half an hour before he cries 'Cuckoo! cuckoo!' again. And no one but a simpleton would ever attempt to awaken a hard-working farmer by such half-hearted singing." Mrs. Rusty quite agreed with her husband. "Farmer Green will be sorry he brought home such a worthless bird," she said.

When Lionel Barrymore played "The Copperhead" on the stage, women and men alike wept like children, rose from their seats and cheered. The patrons of the Oregon theatre will see this same great drama—Sun-Mon-Tues.—enacted by a cast of thousands, with Barrymore in the title role!

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REFRIGERATORS. Do not wait until the very warm weather comes to buy that refrigerator buy it now and then you will not have any spoiled edibles to throw away. We carry the Raney make—one of the very best—have sold this make for over thirty years and know it to be just what we say it is. Last fall a jobber in Seattle who has handled this line on this coast for a number of years, found he could not get the line for this year, on account of being oversold in the east, offered us the stock he had on hand at a great reduction in price. We bought all he had, and can now offer these to our trade at least 33 1-3 per cent less than the regular prices prevailing now. These are all in ash wood, well finished and guaranteed in every way. Do not think of buying a refrigerator before seeing these. Good sized one, holding fifty pounds of ice, \$29.50; seventy-five pounds \$33.75 to \$36.75; 100 pounds \$42.50, \$43.75 and \$45. CHAMBERS & CHAMBERS. LAWN MOWERS. At very little prices ball-bearing, 16-inch, A No. 1 machine, \$7.25; 18-inch, \$8.25. Sold on their merits—if not just as we recommended them, your money back! See us first on lawn mowers! Chambers & Chambers 467 Court Street