

# Capital Journal

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"Without or with offense to friends or foes  
I sketch your world exactly as it goes." —BYRON.

## Henyey vs. Coolidge

Bert E. Henyey, of Oregon, recently reappointed by the president as a member of the United States Shipping Board, has refused to resign at the request of Mr. Coolidge, because of his opposition to Admiral Leigh R. Palmer, president of the Emergency Fleet Corporation. Mr. Henyey declares:

My fight against Admiral Palmer has been one of opposition against his disregard of the shipping board and consequently against his adverse attitude toward shipping interests of the Pacific northwest, as he proposed to exercise control over vessels operating out of the ports of that section contrary to the board's views and to the best interests of the cities concerned.

The quarrel between Admiral Palmer and Mr. Henyey is due to fundamental differences of viewpoints and policies as well as of temperaments and cannot be harmonized. Admiral Palmer is carrying out the president's policy of selling the Emergency fleet to private owners and retiring the government from the shipping business because it is unprofitable and conducted at a loss, which is in conflict with the policy of a merchant marine adopted by congress, which Mr. Henyey supports.

The president regards the merchant marine as a costly white elephant left on the hands of the government by the war, and believes in getting rid of it as soon as possible. Mr. Henyey believes the fleet should be maintained, even at a loss, for the benefit of shippers, public and country, especially as these subsidized ships are of value in developing commerce of northwest ports.

Pressure in congress from affected fronts may be strong enough to maintain the fleet in reduced number, but the president is likely to have his way. Mr. Henyey will have to walk the plank, and might as well do it gracefully.

## Getting Even?

Six prison employes, five guards and the turnkey, have either "resigned" or been discharged since the prison break. It may be only a coincidence that their testimony at the coroner's inquest was not at all favorable to the prison warden's management, so they are not standing on the order of their going—but going, just the same.

Those who have already walked the plank are Guards H. L. Foust, Ira Hubbard, Clair A. Baker, L. P. Murphy and Wright Gardner, and Turnkey James Neamith. At least these are all whose retracements have been made public. There may be others.

The warden is also slated to go, because of the discredit his regime has thrown upon the administration, but its dollars to doughnuts that he will be taken care of, pensioned at tax-payers expense, like George L. Cleaver and other administration favorites of failure.

## The Husband Tamer

By Violet Dare

### PATRICIA'S DECISION

Andrew came home that evening in a mood even blacker than the one in which he had departed for his office.  
"Well, things certainly have turned out beautifully," he told Patricia, with more than a touch of sarcasm in his voice. "The Hewitts have gone to Atlantic City with Jack Hunter and his wife. No chance now for me to persuade Hewitt that I ought to be his attorney! Really, Patricia, it does seem as if, when such very important matters were at stake, you could have managed not to get with Hewitt—or at least, not to make his wife think you were interested in him."  
Patricia faced him with blazing eyes.  
"Andrew Cleve, sometimes I think you're actually stupid," she said. "You know that I did my best with the Hewitts, but that woman was impossible. I was only trying to please her and her husband. You'd argued me to be nice to him. How could it be my fault that things went wrong?"  
"I'm through from this moment on. I'm not going to give up my life any longer to trying to be entertaining just for the sake of business. You haven't any right to ask it of me. I want the kind of home that women ought to have, and I want to spend some time in it with you, instead of of staying rushing about town, entertaining people. I want children. I want to be a wife and a mother, not a professional flirt."  
"Patricia! Your outrageous!"  
"No, I'm not. I'm truthful. And I'm through. Tomorrow morning I'm going away. I'm going to visit my sister, and while I'm away you can think things over. If your boss succeeds still means more to you than your life with me does, we'll break definitely when I come back."  
"I've never heard of anything so absurd."  
"Perhaps not. Lots of husbands would hear just this same sort of thing. If their wives told the truth, however. Oh, Andrew, do be reasonable!"  
"Reasonable! I think you've lost your senses."  
"If I have, I've found something more useful," Patricia replied quietly. Her heart was beating furiously; she longed to run across the room and throw herself into his arms. But instead she remained by the window, holding tightly to the chair that stood beside her. Now that she had begun, she must go on.  
"But to talk of leaving me, when I give you everything a sane woman could want—"  
"Oh, Andrew, we've been over

## New Auto Light Law In Effect; Dimmers Used On Slick Roads

Commencing tonight the dimming of automobile headlights will not be required by law on Oregon highways, though dimming will be compulsory on wet pavement. The new automobile lighting law, passed by the 1925 legislature, becomes effective at midnight, and after that time motorists must be able to produce certificates showing that their lights meet legal requirements. All will be presumed to have been examined by officially qualified examiners and adjusted if found necessary.

The official examiners are garages, accessory shops and similar places that have been certified for that purpose by the secretary of state upon their equipping themselves properly after application made to the state department.

The fee which the official stations are allowed to charge for adjusting lights is 75 cents, though in a large percentage of cases the cost to the motor vehicle owner is more than that for the reason that lenses or globes are found defective under the law. It is claimed, however, that most automobiles manufactured within the last year have lamps that meet all requirements. The legislature in acting upon the light bill secured data from the American Society of Automotive Engineers, which is said to be the source of data used by the manufacturers. It is the claim of these engineers that they have gotten the lighting problem down to a point

where a maximum of light is provided without enough glare to blind drivers coming in an opposite direction. The new Oregon law is the same as that on the California statute books.

Under the new law a length of light projection is required that will distinctly reveal a person or object within 200 feet ahead of the car, while a width of projection is required that will distinctly show an object in the road over a road-width of 12 feet at a distance of 114 feet ahead of the car. Glare is limited by a requirement that the intensity shall not be over 800 candlepower 100 feet in front of the car, seven feet to the left and at a height of five feet.

Spotlamps and fog lamps must be kept on the left hand side of the car and so fixed that they cannot be moved except by mechanical device. The light from spotlamps must be thrown to the right side of the highway. "Every motor vehicle, except motorcycles, operated or driven upon the highways of this state," says the law, "shall exhibit during the period from one-half hour after sunset to one-half hour before sunrise, and at all times when fog or atmospheric conditions render the operation of said motor vehicle dangerous to traffic or the use of highways, two head lamps of approximately equal candlepower, not in excess of 21 candle-

All lighting devices used must have the approval of the state department according to the test of the United States bureau of standards. Any person or firm having devices they wish to market may submit them to the secretary of state with a fee of \$50 and they will be subjected to the test.

Motorcycles are required to have a front lamp or lamps capable of furnishing sufficient illumination to render clearly discernible any substantial object 150 feet directly ahead and any substantial object 70 feet ahead and five feet to the right of the axis of the motorcycle.

Relative to other vehicles the law says: "Every trailer or semi-trailer, except small two-wheel trailers of 1000 pounds capacity or less towed closely behind a motor vehicle, and semi-trailers when towed alone, whose over-all length in either case, including towing vehicle and load, does not exceed 35 feet, when on the highways at night shall carry at the front of its left side one lamp capable of throwing a white light visible from both front and rear of such vehicles. All vehicles, other than motor vehicles and motorcycles, when operated upon the highways between one-half hour after sunset and one-half hour before sunrise, and at all times when fog or other atmospheric conditions render the operation of said vehicle dangerous to traffic or the use of the highways, shall display on the left side of said vehicle a white light which must be visible from the front and rear for a distance of not less than 200 feet in either direction."

Numerous inquiries have been received by Secretary of State Kozler relative to magnet lighting equipment. Concerning this he says: "It is a well established fact that this type of equipment cannot produce the constant candlepower

necessary to meet the specified maximums and minimums of the main lights required by the law, nor can the required results be obtained with the lights in the dimmed position. A logical interpretation of the law would imply that motor vehicles now equipped with the magnetos as the source of light must be changed to either battery or acetylene. Adjusters cannot adjust motor vehicles equipped with magnetos light and issue receipts therefore unless the equipment of the particular vehicle submitted for adjustment is changed to meet the requirements of the law."

Complaints have already been received about adjusters making exorbitant charges for adjusting

lights and attempting to sell motorists various kinds of devices. Steps are being taken by the department to prevent this.

Under the law a maximum penalty of \$400 fine, or one year in jail, or both, applies in any of the following cases:

The motor vehicle owner who drives without legal lights.

A person or a concern who sells an automobile not equipped with lights according to law.

Persons or concerns selling lamps or lighting equipment that does not meet legal requirements.

Any adjuster or adjusting station that fails to comply with the law in adjusting lights.

## Miles Linen Plant Starts Operations In Converting Flax

With final touches being put on the spread board and five drawing frames today and the machines scheduled to be going full blast by the end of the week, and the hocking machines having been in operation for several days, the new Miles Linen company, Salem's most recent industry, may be said to have begun operations. The first cord is expected to be produced and ready for shipment before the end of the present month. It is necessary to train a set of workmen for each separate machine at the plant, according to G. C. Miles, head of the company. Each worker is taken separately and thoroughly trained to use his particular machine. A total of more than 30 persons will be employed at the plant.

The hocking machine, which already has produced a large quantity of material for use by the spread board, which comes next in the process of producing linen cord, is primarily for the purpose of combing the flax fibre, which is delivered at the factory in large bundles. The fibre, placed on the machine in small handfuls by the men in charge, is automatically taken around a complete circuit, being worked on constantly by combs with teeth that gradually increase in fineness, is thoroughly straightened and removed from the "tow." The machine automatically groups each individual bunch of fibre, first in the middle and then at one end, all without

adjustment by human hands. Every piece of machinery at the plant is of the latest, most up-to-date type, imported from England and from Ireland.

The spread board and the five drawing frames, which are practically ready to begin operation, are for the purpose of spreading the fibre out preparatory to spinning into cord. There are three spinning frames, all of which will be running before the end of next week. Final touches will be put on the product by the winding, twisting and reeling machines.

No attempt is to be made at present to weave cloth. Machinery has been provided only to make coarse cord such as is used for fishermen, sewing shoes and other industries where hard wearing cord that can stand the weather is demanded. Flax fibre is the strongest fibre known.

No actual sales for the product of the mill have been closed as yet, Mr. Miles stated yesterday. "They are all waiting to see samples of the product we put out," he said. "We do not anticipate any difficulty in disposing of our output once its quality becomes an established fact."

A brick drying room is being constructed at the east end of the large building which the plant occupies.

There is already 15 tons of flax fibre in the warehouse which adjoins the main building. The warehouse is constructed to allow the air, with its moisture, to circulate under the fibre. The 15 tons of fibre will keep the plant running for most of the winter, Miles stated, after which arrangements have been made with the Oregon state penitentiary for an additional supply.

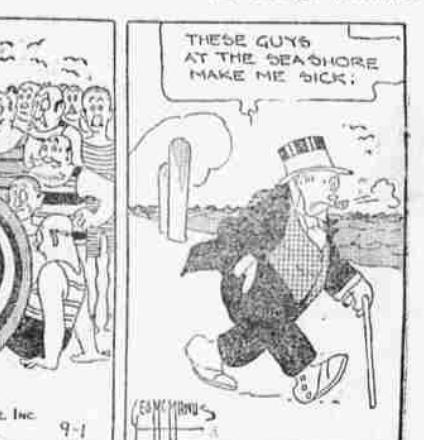
Hoboken, N. J.—Fireman, attracted by shrieks of "oh, Lord," find parrot yelling near his prostrate mistress.

By Chick Young

### DUMB DORA



### BRINGING UP FATHER



By George McManus

### BARNEY GOOGLE



Barney Isn't Taking Any Chances

By Billy de Beck

### MUTT AND JEFF



A Committee of Lion Tamers Will Have to Decide This Bet

By Bud Fisher