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GEORGE PUTNAM, Editor and Publisher

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

—Byron

The Rail Battle

The Interstate Commerce Commission has begun hearing of arguments at San Francisco on the petitions of the Great Northern and Western Pacific railroads to unite their track systems by building 200 miles of new line in northeastern California. Eleven railroads, eleven states and 50 cities, are intervenors, for or against the proposal upon which hinges the railroad map of the future.

The case is one of the most important coming before the Commission. For two years the applicants and opponents have conducted energetic campaigns in the states and communities involved. Public Service Commissions of ten states favor the extension as improving transportation facilities of their respective commonwealths, New Mexico, Arizona, California, Oregon, Washington, Idaho, Montana, North Dakota, Utah and Colorado. Opposing it is Nevada. Scores of cities are also participating, either supporting or opposing.

The Southern Pacific, which has recently completed its Alturas line through the same territory connecting the Cascade route with the Central Pacific, claims that the territory is already amply served with railroad facilities and denies any necessity for such competition for the public interest, claiming water transportation already provides sufficient competition from the northwest. Aligned with the Southern Pacific is the Union Pacific system, with its subsidiaries, the Oregon Short Line, Los Angeles and Salt Lake, and the Oregon and Washington Railway and Navigation Co. Supporting the Great Northern and Western Pacific are the Northern Pacific, Denver and Rio Grande and the Santa Fe systems.

The Great Northern would build south from Klamath Falls 88 miles to Bieber, Cal. The Western Pacific would build 112 miles north to Bieber from Keddies, Cal. The connection would afford the Great Northern and Northern Pacific, entrance to San Francisco, and by connection with the Santa Fe, to Los Angeles. If the application of the northern roads, also pending, for a merger of the Great Northern and Northern Pacific is approved, the allied Burlington system and the Denver and Rio Grande, will give the Western Pacific a direct outlet to the east, and the northern lines provide it an outlet to the northwest.

The proposed extension will unquestionably be of great value to California, and probably central Oregon and the Inland Empire. Its benefits to western Oregon are dubious. Just as the Cascade route has shunted all but local traffic from the Shasta route, so will the Great Northern-Western Pacific divert traffic now routed through Portland and the Willamette Valley, through Central Oregon. And the loss in traffic will be reflected in diminution of payrolls.

Shingles and Steel

It is no surprise to see senators from eastern industrial states, like Bingham of Connecticut, opposing a tariff on shingles and lumber that would benefit only a few of the "backward states" of the northwest. Granting that Canadian importations are not a vital menace to the lumber industry, the lumbermen make a better case for a tariff than the steel barons.

The Fordney tariff placed a 75 cent duty on pig iron. This was increased under the flexible tariff provision by Mr. Coolidge to \$1.12½ on February 23, 1927. The excuse was a report by the protectionist majority of the Tariff Commission alleging that imports of pig iron from India, threatened the industry. The figures cited showed that American manufacturers of pig iron in 1925 amounted to \$6,700,000 tons. Imports from India amounted to 184,000 tons, or one half of one percent of American production. In 1926, our production was \$3,698,000 tons. We are now making nearly half the pig iron of the world, and because of our beds of cheap, accessible, high grade ore, and modern equipment, making it cheaper than foreign producers can.

The Senate has cut the pig iron tariff down to 75 cents, as under the Fordney bill. While a tariff may be needed to protect small, inefficient steel plants, its main purpose is to swell the exorbitant profits of the big steel companies. Yet that is the objective of the senators from the industrial states.

Senator Walsh in the tariff debate, brought out that the dominant republican members of the Finance Committee, included Reed of Pennsylvania, Edge of New Jersey and Bingham of Connecticut. Under committee proposals Pennsylvania would obtain 41 increased tariffs with 68 leading industries; New Jersey, 40 for 63 and Connecticut 44 for 52. Pennsylvania already gets \$1,376,000,000 of tariff protection and would obtain \$225,000,000 more if all rates proposed in the pending bill were approved. Yet these senators present united opposition to any proposal to place agriculture on a tariff equality or to similar equality for other industries outside the industrial east.

HUBBARD INVITES CLUBS ON FRIDAY

Hubbard—A large crowd is expected at the city hall in Hubbard Friday evening when Dr. David B. Hill will show the moving pictures of the Marion county federated clubs parade in Salem. All the clubs which were in that big parade will be seen in the picture as well as the Molalla buckaroo, Niagara Falls sports at Mt. Hood, Salem tulip farm and others. There will also be a 25 minute comedy picture for the children, entitled "Monkeys in Monkeyland."

There will be a fine musical program consisting of vocal solos, readings and selections by the Salem male quartet led by Dr. L. E. Barwick. All the community clubs are invited and a big time is assured. Dr. P. O. Riley will be in charge and Mrs. M. Callin of Salem will speak.

recently at her home, the occasion being her birthday. Cards and dancing was enjoyed during the evening after which a lunch was served. Those present included Mr. and Mrs. Steve Sprauer and family, Mr. and Mrs. Joseph Sprauer and family, Mrs. Helen Wachter, Mrs. C. Bauer, Mr. and Mrs. Carl Sprauer and family, Mr. and Mrs. Andrew Wachter and family, Mr. and Mrs. Rudolph Ederer and family, Miss Ida Sprauer, Paul and Thomas Wachter, Herman and Raymond Rotherfuch and William Meyer.

BAILEY FAMILY IS OFFERED SURPRISE

Brooks—The home of Mr. and Mrs. O. L. Bailey was the scene of a surprise party last Sunday, when their children and grandchildren gathered to honor the birthday of their mother, Mrs. O. L. Bailey. The dining table was arranged for the dinner while Mr. and Mrs. Bailey were at church services. Those present were Mr. and Mrs. W. E. Bailey and children Joseph, Eula, and Reta of Claxter; Mr. and Mrs. C. A. Bailey and son, Robert of Brooks; Mr. and Mrs. Ronald Jones and son, Ronnie Jones of Brooks, and the honor guests, Mr. and Mrs. O. L. Bailey.

SUNDOWN STORIES



UPSIDE DOWN

By Mary Graham Bonner

"We'll stop in here for some refreshments," the Little Black Clock told the children.

"What a very queer house," Peggy remarked.

"Just an idea of the owner," the Little Black Clock said.

The owner decided that so many more of his friends came from the air and landed their planes on his roof that he would have his front steps up there.

"That's why you see he has the chimneys down where the cellar used to be."

"There's an opening down here so we can get in from the ground."

Our taxi driver went a little beyond, or rather a little below, the place he should have gone. He could have left us on the roof.

"Then we could have gone in the front door."

"What a very, very funny idea," Peggy laughed.

The owner did not seem to be around. At any rate, they wandered about.

At the top of the house was the front hall, and the living room was there, too.

The bedrooms were all downstairs. Peggy particularly enjoyed wandering about. She adored houses and keeping house and playing house and everything that had to do with such places.

The refreshments they had were quite delicious, but they got them in such an odd fashion. The Little Black Clock pressed bells here and there and food on plates came right out of openings in the walls.

The owner said we must make ourselves at home," he explained.

Tomorrow—"The Owner's Name"

Strange Romance Of Royalty Is Ended By Death Of Victoria

Bonn, Prussia (AP)—Frau Alexander Subkoff, 63, who was Princess Victoria Von Prussia, sister of the former Kaiser, and grandchild of the British queen, Victoria, died Wednesday in her modest residence here.

Death came while she slept, at 7:30 p.m., and followed a brief illness which began last week shortly after her husband, Alexander Subkoff, Russian adventurer who was 34 years her junior, was served with divorce papers on her behalf.

Frau Subkoff, when she married last in 1927, renounced her rights as princess, and accepted estrangement from her family. Members here

at her death were here "baby" sister, Marguerite, Princess Von Hesse, her husband, Prince Frederick Charles, and their two sons, Christof and Richard.

Although her fatal illness came upon her only a few days ago, the last months of the princess were far from happy, and were spent in (Continued on page 7, column 2)

COAST PARTY PLEASSED

Hubbard—The A. R. Bevins family, including Mr. and Mrs.

Bevins and Miss Anita, accompanied by Melvin Hitts, has returned from an outing to Neukowin. They left Saturday morning. The Bidgood family, Mr. and Mrs. J. R. Bidgood, daughter, Miss Gungadene, and five sons, left later Saturday morning for the same place. All enjoyed the fishing which proved very good, both groups getting a good catch while the former even caught a good sized salmon. The families reported a most enjoyable time in spite of the dense fog on the drive home.

INFANT IS BURIED

St. Paul—The infant daughter of Mr. and Mrs. Peter Kirk was buried in the St. Paul Catholic cemetery Sunday afternoon. The baby was three weeks old and died of heart trouble.

CLUB MEETS THURSDAY

Brooks—The Brooks Community club will meet at the home of Mrs. S. A. Harris on Thursday afternoon. All women of the community are cordially invited to come.

FRENCH LEARN TO EAT STANDING UP

Paris (AP)—French people are learning to eat standing up.

They turned down the armchair luncheon and cafeteria long ago and nobody has been able to make self served meals pay in the gourmet's capital.

But the snack bars where a glass of port, sandwiches, a hot dish or so, pastry and desserts are served are increasing in number and clientele.

One of the big food shops and catering specialists has established a hot table and cold counters in its Madeline establishment. Begun as an experiment, the stand-up lunch counter threatens to crowd out the rest of the shop and has been expanded to several times its starting size.

Dressed as a wedding cake, a splinter recently won first prize in a parade at Dornandland, England.

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Western Air Express service, with its record of 99.6% performance, extends throughout the West and as far east as Kansas City while Maddux—another name prominently identified with aviation progress—operates on regular schedule throughout the Southwest with terminals at Los Angeles, San Francisco and Agua Caliente.

Transcontinental Air Transport—a national factor in the field of air transportation—is famous for the character of its equipment and personnel, its service facilities and its record performance. Standard Air Lines and Mid-Continent Air Express, operating throughout Western territory, are also doing their part in building the prestige of Western Aviation.

The same painstaking care used in producing a fuel to meet the exacting requirements of air service—where power, speed and dependability are absolutely vital—is employed in manufacturing the Richfield Gasoline offered you at every Richfield station. Richfield is noticeably better—a more satisfactory and efficient gasoline under all motoring conditions. Try it in your own car today.

Famous Flights Made With Richfield

NORTH POLE FLIGHT. Captain Wilkins' 2300-mile flight over the North Pole in April 1928... the only time this feat has been accomplished.

TRANS-CONTINENTAL NON-STOP RECORD... WEST TO EAST. Made by Art Goebel, in August 1928... breaking the previous record by 7 hours and 52 minutes.

1928 NATIONAL AIR DERBY. Four of the six major events of this famous air derby were won with Richfield—the greatest competitive air record ever credited to any gasoline.

TRANS-CONTINENTAL NON-STOP RECORD... EAST TO WEST. Made by Captain C. B. D. Collier, in October 1928... shattering the Army record that had stood since 1923.

QUESTION MARK FLIGHT. Made by the U. S. Army in January 1929. First of the great endurance

achievements, breaking all previous distance and duration records.

WOMEN'S ENDURANCE RECORD. Made by Bobbie Trout in January 1929 and broken again by the same flyer in February... with Richfield Gasoline used in both flights.

SOLO ENDURANCE FLIGHT. Made by Herbert J. Fahy in May 1929. Time 36 hours 56 minutes 36 seconds.

ANGELNO ENDURANCE FLIGHT. Made by Mendel and Reinhart in July 1928. Shattered all previous records for sustained flight by more than three days.

1929 NATIONAL AIR DERBY. The Oakland to Cleveland Race—and 9 closed course events in the Cleveland Air Races—were won with Richfield Gasoline.



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