

Capital Journal

Salem, Oregon
 Established March 1, 1888
 An Independent Newspaper Published Every Afternoon Except Sunday
 at 136 S Commercial Street Telephone 81 News 82
 GEORGE PUTNAM, Editor and Publisher

SUBSCRIPTION RATES
 By carrier—10 cents a week, 45 cents a month, \$5 a year in advance
 By mail in Marion and Polk counties one month 50 cents; 3 months
 \$1.25, 6 months \$2.25; 1 year \$4.00. Elsewhere 50 cents a month; \$5 a
 year in advance

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

The Extra Session Failure

Adjournment of the Senate without having passed the tariff bill, for which it was called into existence, marks the failure of President Hoover as a political leader, just as his rounding up the leaders of industry for a program of industrial and building expansion, marks his success as a business executive.

For the failure of the tariff bill, Mr. Hoover has only himself to blame. With the prestige of a record popular majority, with a Republican majority of both houses of Congress, he was unable to force through any tariff program. This was because of his failure to lead.

Asking a limited revision that would relieve agriculture and distressed industry, the President permitted the House, which he absolutely controlled, to bring in a bill for a general revision of all schedules, which would further enrich already prosperous industry. He permitted the Republican Senate committee to further revise it by an extension of special favors to special interests.

Only twice has the President spoken on the tariff bill, once on retaining the flexible provisions, and once to scold the Senate for not rushing the bill through in two weeks time. Never has he protested unlimited revision or made his position known, even to party leaders. As a consequence of lack of leadership, his party in the Senate has been split into three contending factions each politically and personally hostile.

This result was predicted before his election, for Mr. Hoover's training has been that of the autocrat accustomed to giving orders and being obeyed because of his authority and not that of the democratic leader who achieves his power through knowledge of men and their consent. Consequently he is in his element when as President, he orders business men about, but out of his element when he attempts to lead instead of command. He only antagonizes without accomplishment.

Tacoma's Troubles

Tacoma has long been portrayed as "the ideal city for having satisfactorily and efficiently solved her power and light problems through municipal ownership and thereby provided the consumer with the lowest rates on the coast—hence the news that there is a serious shortage of power, and that the use of power has had to be seriously curtailed with many of the streets plunged into darkness, comes as a shock. To solve the emergency, the United States Navy has been called upon to turn the airplane carrier Lexington into a power house to supply needed power—which does not altogether please the navy.

Suppose that Tacoma was dependent upon a privately owned power company—what a commotion would ensue at its lack of foresight and its inefficiency in not providing proper power facilities for any emergency! Press and politicians with an occasional pulpit would be loudly fulminating against the wicked corporation and there would be widespread demand for municipal ownership.

Privately owned power companies, however, do prepare for just such emergencies as the failure of hydro-electric energy through drought by utilizing auxiliary steam plants. Because of these costly safeguards and the fact that they are heavily taxed, their rates may be somewhat higher than the untaxed and publicly financed municipal plants, but the extra service is worth something.

Tacoma is fortunate in having hydro-electric power possibilities in her immediate neighborhood, which were developed at comparatively low cost. She supposed her power resources were unlimited and the rates were lowered as a community building asset so that more current has been sold than can be generated with streams at low water mark. Hence the present dilemma. The taxpayers will now have to pungle up for the construction of additional plants which will probably force higher rates. So, when the cost of political control and the loss of taxation is figured, even public ownership has its troubles and is not as Utopian as sometimes pictured.

Tired of Drives

Portland doesn't seem to be living up to its new motto "In Portland We Do" very promisingly. The first thing Portland did after adopting the slogan was to fail to raise the required sum for the community charity chest. The second was the abandonment of the annual Rose Carnival. The last has been the failure to raise the \$30,000 quota for the Red Cross.

However the people of Portland cannot be blamed for reluctance to strip their pocket books at the demand of the uplifters. They have been systematically regimented for shelling out for drives of all kinds ever since the world war began. The system inaugurated for patriotic purposes has been taken over entirely by bureaucratic charity organizations that have come to look upon their perquisites as divine rights. People everywhere are tired of drives, wearied of giving and are bored by attempts to pep them up for service. It has been overdone.

Take the Red Cross for instance. It has become since the war a vast bureaucracy. The money raised on its annual roll-call is merely for overhead costs of its army of officials. The money for any great emergency, where it is called upon to function, such as tornado and flood relief, is raised by a fresh popular appeal and nation-wide response. The necessity of maintaining a vast payroll throughout the country is not so obvious.

Granted that most of these organizations perform a useful service, there is something repugnant about their brass demands for constantly increasing budgets. Instead of limiting demands to necessities, there is a suspicion they demand all they can get which is spent in enlarged overhead. In other words a large proportion of the funds go to not so needy officials rather than to relieve distress.

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HARRY F. SINCLAIR

SINCLAIR JOLLY AFTER FREEDOM

(Continued from page 1)

T. Stanford, an attorney, who had been waiting at the entrance for some little time. In sharp contrast with the May night on which he bustled past reporters and cameramen into the jail, Sinclair agreed to pose for photographs and later to make some remark for the talking motion pictures.

In doing so, he jibed, laughingly at the newspaper men, thanking them for their "kind reception," and saying:

"I hope you will have another opportunity, and I know you will for a little more training, and then I believe you will show a marked improvement."

A short time before leaving the jail, Sinclair issued a statement asserting that he had been imprisoned as a "victim of political campaigns to elect honest democrats by proving how dishonest republicans were."

He asserted that he could not "contribute" for sins which he had "never committed, no pretend to be ashamed of conduct" which he said he knew to have been "upright." In addition, he reviewed the contentions of his lawyers when the two cases on which he was sentenced were in the courts.

"I have just finished serving sentences for contempt of the senate and contempt of court—not for an 'crime,' he said. "But the people seem to think that the penalties for contempt were in place of punishment for some other offense with which I was charged but exonerated by a jury."

Sinclair entered the jail on the night of May 6 to serve terms of six months for contempt of court and three for contempt of the senate. Portions of the two sentences ran concurrently and with deductions for good behavior, he was confined for six months and fourteen days.

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Missing Links For Man And Mammals Yet To Be Found

Washington (AP)—"Missing links" connecting man with other mammals on which the scientific world would agree, have in the opinion of Gerrit S. Miller, Jr., Smithsonian scientist, yet to be found.

"In the place of such demonstrable links," he says in the institution's annual report, "we now possess nothing more than some fossils so fragmentary that they are susceptible of being interpreted either as such links or 'something else.'"

"If a human 'missing link' is to be found at all, it must be sought among the fossil remains of mammals long ago extinct, since there is no living animal known which possesses the required peculiarities."

His report and conclusions were found on an exhaustive review of the controversies among scientists over two "links," the Java Ape man and the Pittdown Dawn man. The Java remains consist of a skullcap, a femur, and two lower molar teeth, found by Dr. Eugene Dubois; the Pittdown evidence, found in England by Charles Dawson, consists of four pieces of cranium, an imperfect lower jaw bearing two molar teeth, a pair of nasal bones, a canine tooth, and a third molar tooth.

Opinions about the Java man, Miller pointed out, disagree. The skullcap is strangely different from the corresponding part of other known mammals, both recent and fossil. Summarizing the scientific opinions about the Pittdown man, he found that authors agree on one point again, that the fragments of the brain case and the nearly complete nasal bones peculiar to man, while there are not less than 20 points of disagreement.

"Two facts alone must be admitted out of the maze of opinions," he said, "that these fossils have furnished an unparalleled stimulus to investigation, and that the things most needed now are more fossils and many of them."

Miller remains an evolutionist, despite his stand against the value of the evidence so far accumulated. "That idea that all existing plants and animals are derived through some process or orderly change from kinds now extinct is supported," he says, "by an array of facts too great and too well established to be weakened by doubts cast on alleged family records of any one creature."

Ashland, Wis. (AP)—When Mrs. Elizabeth Nemeck killed a hen preparatory to her Sunday dinner, she found a penny in the gizzard of the fowl.

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GRILL MACDONALD FOR "KOW-TOWING"

London, (AP)—Prime minister Macdonald was bitterly criticized Thursday for "kow-towing to President Hoover in settling the British navy's strength," by J. H. Harbord, conservative member of the house of commons.

Mr. Harbord, addressing the conservative canvassing corps on imperial preference in tariffs, said that "all this lofty talk with America, all these negotiations heralded abroad by ten thousand buxles in the press, all this talk of a five power conference to settle our naval parity, would be unnecessary if the British Empire were the great united whole it ought to be."

"Why should the British premier go to Washington to settle the strength of our navy?"

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FRENCH SEEK BETTER FUEL FOR AIRPLANES

Paris (AP)—A competition for the improvement of motors and motor fuels for airplanes has been instituted by the semi-official French Committee of Aeronautical Propaganda.

The plan is to stimulate research for fuel offering less danger in use than gasoline. Prizes of the value of 250,000 francs (\$10,000) will be awarded.

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