

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; \$5.00 a year in advance.
By mail in Marion, Polk, Linn and Yamhill counties, one month 50 cents; 3 months \$1.25; 6 months \$2.25; 1 year \$4.00. Elsewhere 50c a month; 6 months \$2.75; \$5.00 a year in advance.

FULL LEASED WIRE SERVICE OF THE ASSOCIATED PRESS AND THE UNITED PRESS

The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited in this paper and also local news published herein.

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

Our "Metropolitan Area"

Salem's "metropolitan area" includes nearly 500,000 persons.

This declaration is based on an analysis of just what a "metropolitan area" is as set out in the Portland Oregonian. The Oregonian in assigning a "metropolitan area" stretching south somewhat past Woodburn and grabbing the whole north end of Marion county as part of its "area" gives the following factors taken into account in creating a "metropolitan area."

1. Area enjoying the same power service.
2. Area served by the same telephone exchange.
3. Area supplied by the same gas service.
4. Area in which downtown retail stores make free delivery.
5. Area served by commuters' trains and analogous motor transport service include daily commuting by automobile.
6. Regions adjacent having a density of population in excess of 150 persons a square mile.

Taking the Oregonian's factors for making up a "metropolitan area" it may be readily seen that Salem has a metropolitan area of not only 437,000 people as claimed by Portland, but a metropolitan area of 500,000 or perhaps better.

The reasons assigned by the Oregonian place Portland squarely in Salem's metropolitan area. Portland uses the same power service, is served by the same telephone exchange and uses the same gas service as Salem. In fact anyone in Salem may call a Portland number directly through Salem's central.

The same commuters' trains and motor buses serve Portland and serve Salem and regions adjacent to Salem have a density of population in excess of 150 persons to a square mile. This is even true in parts of Portland itself.

But there are many other reasons why Portland should be considered a part of the Salem metropolitan area. For instance, look at the number of branches in Portland to the state capital. Portland's governor also lives in Salem, another very important factor in hooking Portland up as an addition to Salem's metropolitan area.

Salem's delivery wagons serve Portland as for instance the bakery wagons and garden-trucks which carry supplies to Portland consumers.

As an additional factor in linking Portland into Salem's metropolitan area, take Portland's harbor for instance. If Salem refused to permit the Willamette river to flow on past Portland where would Portland's harbor be?

Salem also takes care of the major share of Portland criminal, insane and feeble minded folk.

Under the same analysis with the gas mains being stretched on to Corvallis, Monmouth and similar territory these will also be brought into Salem's metropolitan area making Salem's metropolitan area population well above the 500,000 mark.

The Chamber of Commerce should do something about it.

Small Town Stuff

Formal application has been filed by the Lloyd corporation with the City Clerk of Portland for the vacation of several streets in Holiday Park district in connection with the project of building a \$3,000,000 hotel on the east side. Unless the vacations are granted, the corporation asserts it cannot carry out its plans.

Of course the vacations will be granted, for neither Portland nor any other enterprising city stands in the way of encouraging major enterprises which spell large investments and payrolls for the city. It is only hick towns that endeavor to block industrial and construction enterprises by placing a fictitious value on useless streets—especially when the additional taxation resulting will pay many times the value of the street.

In Salem the paper mill has petitioned for the vacation of a strip of 47 feet adjoining its mill on Trade street. This strip of a stub street is now utilized for a railroad track and as parking strip for employees' autos. Its vacation is necessary to the company to carry out its expansion plans, which call for the investment of another \$100,000 and the operation of another paper machine which will employ another 50 men.

Yet despite the fact there will still be a 52 foot street left, ample for the traffic, and the consent of adjacent property owners has been given, the street has suddenly acquired inflated value in the minds of some of our citizens who evidently believe that the way to build up a city is to place obstructions in the path of major developments, especially of the industries we already have. It is small town stuff.

Business Conditions

The usually optimistic National City Bank of New York, one of the major financial institutions of the country in its monthly report released today, takes a gloomy view of business conditions. It declares the past month has "witnessed a decided deepening of the feeling of discouragement about business" and declares the belief in the imminence of business recovery that followed the stock crash of last autumn was short sighted. It says:

Gradually the true facts of the situation began to assert themselves, and as seasonal requirements were filled and business failed to follow through, it commenced to be realized that the economic maladjustments were more serious than had been supposed. With industry in general showing renewed tendencies towards curtailment, certain even of those industries which at the President's conferences had pledged themselves to large construction expenditures in support of general business found their revenues shrinking in such manner as to call for a revision of their original expansion programs. And, finally, with the falling off in business, came the further slump in commodity prices which, spreading to foreign markets, soon revealed the situation in its true guise as a reaction of world wide proportions.

All of which reveals that President Hoover has never rasped the situation and that his repeated statements of recovery were without foundation in fact and have utterly destroyed his reputation as a great engineer acting on scientific research. As the New York World says:

The old witchery is gone. The twilight of the miracle men of the administration has deepened to darkness. Even Mr. Mellon is no longer the last word. Aladdin's lamp has lost its magic. The Muses touch we have no more. A hypnotized people has awakened to reality.

"NOW GO OUT AND FIGHT 'EM"



Copyright Press Publishing Company (New York World) 1930

ANOTHER LARGE SUM TURNED OVER IN JUNE

During June the state land board turned over to the state treasurer a total of \$112,998.68, says a report by G. G. Brown, clerk of the board. The items were:

Common school fund principal, payments on loans, \$71,984.50; common school fund principal, income sources, \$1,509.79; common school fund interest, \$33,923.22; common school fund interest, abstract deposits, \$259; agricultural college fund interest, \$897.10; university fund interest, \$573.10; rural credits loan fund principal, \$1239.17; Rural credits reserve fund, (interest), \$2465.33; A. R. Burbank trust fund interest, \$90; J. T. Apperson fund principal, payments on loans, \$18.83, and J. T. Apperson fund principal, income sources, \$197.68.

KNIGHTS TO INSTALL

St. Angel—The Knights of Columbus will have their regular meeting Tuesday evening. Officers will be installed for the ensuing year. Rev. Father Alemany, O. S. B., of St. Angel college will speak.

OBSERVE BIRTHDAY

Stanton—Nellie Jones and son Harry drove to Seio Sunday to help celebrate the birthday of her mother, Mrs. J. G. Holt. Other guests were Mr. and Mrs. Lester Holt of Carlton, J. H. and Ernest Kelly of Newport, J. W. Moore and mother, Alleen and Kelly Moore of Salem, C. W. Kelly and the host and hostess, Mr. and Mrs. J. G. Holt.

MOTORING ON VACATION

Grand Island—Mr. and Mrs. Roy E. Will and children, Sarella, Mildred and Cecil, have left by automobile on a two weeks' trip which will take them to the home of Mrs. Will's parents, Mr. and Mrs. B. Atherton, and other relatives at Orange, California.

GUESTS IN LYONS

Lyons—Mr. and Mrs. Leroy Hlatt and daughter, Yvonne, visited at the home of relatives here. The Hlatts are from Roseburg, but Hlatts is attending summer school in Salem.

MOTOR TO CORVALLIS

Turner—A party including Mr. and Mrs. F. C. Delzell, Miss Sheila Delzell, James Denyer, Maurice Barker of Turner and Alvin Shirmann of Salem, motored to Corvallis Sunday and spent the day visiting with Miss Thelma Delzell, and Mrs. Evelyn Felleman of Anaheim, Calif., both daughters of Mr. and Mrs. F.

Don't Itch!

Flit Kills

Mosquitoes

Quick!

World's Largest

Selling

Insect-Killer!

FLIT

© 1930 Insect-Killer

ANY

JUNK?

Any Amount

PAY MARKET PRICE

Phone 492—we'll call

Salem Junk Co.

229 N. Commercial St.

SAFFRON & KLINE

ROADS POOR AND CROPS WORSE IN MIDDLE STATES

Telling a story of extremely bad road conditions and poor crops in the middle west, Herman Kroepplin, local floor contractor with his wife and daughter Goldie, returned to Salem Monday evening after a visit of some five weeks to Nebraska and Minnesota.

The Kroepplins made the trip east over the Lincoln highway and found road conditions in Wyoming and Nebraska, where a great deal of construction is under way, particularly bad. Through Wyoming, Kroepplin says, automobiles are destroyed for a distance of sixty miles, the road winding through the sage brush in dust six inches thick.

Lack of warm weather has checked the growth of corn in Nebraska to a great extent, Kroepplin states, while financial conditions appear to be much worse than they are in Oregon.

The Kroepplins returned through North Dakota and Montana and found roads in much better shape. Two or three days were spent in Yellowstone park. The trip from the park to Salem was through Idaho, the distance being covered in three days.

TYLERS CLOSE HOME

Aurora—Mr. and Mrs. Franklin Tyler have closed their home for the summer months and are at home with Tyler's grandfather, B. F. Hall, in Woodburn, for several weeks. Tyler's business takes him to Woodburn but they maintain their home in Aurora, where Mrs. Tyler will be the primary teacher in the grade school. They will return in the early fall.

GUESTS IN AMITY

Amity—Miss Jessie Stephens and cousin, Roy Kuhns of Portland were Sunday callers in Amity. Miss Stephens, who is a nurse in Good Samaritan hospital, was enroute to Portland from Rockaway where she had spent the week with relatives.

GUESTS AT BOND HOME

Turner—Mr. and Mrs. H. S. Bond entertained as their guests Sunday Mr. and Mrs. E. D. Ison and daughter, Miss Beverly and Mrs. Louise Bond of Halsey, and Mrs. Hal Howard and small daughter, Shirley of Albany. Miss Beverly Ison is remaining through the week as the guest of Mr. and Mrs. Bond, and will attend the state Christian convention at the Turner tabernacle, now in session.

HUGE BEAM SENDS LIGHT 275 MILES

Roanoke, Va., (AP)—The songster may be painting the clouds with sunshine but Jesse Steele, Jr., youthful Roanoke inventor, hopes in all reality soon to be painting the clouds with pictures. He has completed a new searchlight which he expects will throw a beam of light 275 miles. Steele, who is 18, constructed his light partly in the shops of the Norfolk and Western Railway and partly at home.

Lyons—Mrs. Frank Ischauner with her children, Robert, Pattie and Lucile are spending some time at the Bristenbush hot springs.

Old Deschutes Gorge Road May Be Revived And Join Main Line

Bend (UP)—The grade and tracks abandoned in the Deschutes gorge nearly 20 years ago by the Oregon Trunk railway may be reconstructed by the Great Northern in connection with the new main line through central Oregon, which is to result from the grant of a permit to the Great Northern and Western Pacific to connect their lines in California.

The Great Northern, it has been learned here, is seriously considering asking permission to reconstruct the Deschutes track as the first move in work needed to bring the Bend-Wishram line up to the standard required for the operation of fast trains from the east to California via Bend.

The Great Northern will have to act independently if this plan is carried out, for the Oregon Trunk in 1911 signed an agreement for the joint use of track in the Metolius country with the O.-W. R. & N. And in more recent years had made a similar agreement for joint operation over trackage in the Deschutes canyon. This will probably mean that the Oregon Trunk will continue to use the Union Pacific track up through Gateway and Madras, even after the Great Northern has rebuilt the old Oregon Trunk line in the canyon.

Use of the Oregon Trunk grade would bring Great Northern trains out of the Deschutes gorge by the way of Willow creek near Madras. The Great Northern would join the present Bend line at Metolius, it is believed, making it possible for the Great Northern, Union Pacific and S. P. & S. trains to use the Crooked river bridge jointly. It was this bridge which played a big part in the decision to abandon the Oregon Trunk project for a line all the way into Bend 20 years ago. At that time the Oregon Trunk had secured the most feasible site for a bridge over the Crooked river gorge and work on the high span was underway. Before the Union Pacific and S. P. & S. reached an agreement for joint use of tracks, Harriman engineers were still looking for a feasible crossing at Crooked river gorge.

Within the next week or so, it is predicted here, the Great Northern will make announcement of

IMPROVE CEMETERY

Lyons—Saturday was clean up day at the cemetery with quite a large turnout and considerable work was done. A picnic dinner was served at noon.

Mt. Angel—Mrs. Richard Walsh of Seattle was a recent visitor at the homes of N. G. Mickel and Dr. H. O. Appleby. Mrs. Walsh plans to leave Friday for an extended European trip.

OPTOMETRISTS—

Specialists in the Art and Science of prescribing and fitting glasses.



MORRIS

Optical Co's.

New Type Deeper

Curved Lens

Best for Better Vision

301-2-3 First Natl. Bank

SALEM, OREGON

The tobacco in Velvet is aged in wooden casks for over two years..that's why it's so

Mild and mellow



2 FULL
OUNCES IN THE
RED TIN

Smokers:

Test this for yourself:

VELVET Smoking Tobacco is different—different in aroma, different in flavor. It is an all 'round tobacco for pipe and cigarette—note the cut, just right for rolling.

Say what you please, there is nothing that mellow leaf tobacco like ageing in wooden casks for two years or more.

If you roll your own, you'll find in every tin of VELVET the makings of about 50% of the best cigarettes you ever smoked. VELVET tobacco is made and cut just exactly right for rolling.

If you prefer to smoke a pipe, then here's a tobacco that hits the mark.

Test it out for yourself!

WATKINS & MYERS TOBACCO CO.

Velvet

In a pipe: It hits the mark

... In a cigarette: Just exactly right