

AERIAL SAFETY TOUR AT SALEM AIRPORT AUG. 3

With a date that pleases most everyone, Salem is fortunate in being host to the Pacific northwest states air tour which will bring a large fleet of varied aircraft here Sunday afternoon, August 3, with a three-hour aerial exhibit and stunt program, according to Brazier C. Small, general chairman of the American Legion committee in charge of details for Capital Post No. 9, sponsors of the appearance here. It is possible that the entire fleet will remain at the municipal airport overnight.

Lee U. Eyerly, manufacturer and superintendent of the airport, expects to enter his own designed and manufactured high wing type cabin monoplane powered with a Cirrus engine. Failure may be caused by the non-arrival of a bearing that must be replaced before the tour starts from Vancouver, Wash. July 28 on the first all-northwest reliability and safety jaunt which will call at more than 20 cities.

Russell Lawson, vice president of the national aeronautical association, Portland, has made public the following machines that will take part in the tour:

Ford tri-motored transport; tri-motored Kreutzler air coach; Boeing four passenger mail plane; Breeze high-speed monoplane with a 300 horsepower motor; Stearman J5 with a 225 horsepower motor; Great Lakes training plane with a Cirrus motor; Student Prince with a Cirrus motor; Stinson cabin monoplane with a Lycoming motor of 210 horsepower; Davis monoplane powered with a 100 horsepower Kinner motor; Fleet trainer with 100 horsepower Kinner motor; Bird three-place Kinner biplane; Golden Eagle with a Lambert motor; Eaglebrook J5 with 225 horsepower engine; Buhl aid sedan with 300 Wright motor; Cardinal with Kinner 160 horsepower engine; Arrow sport with Le Blond motor; Monocoupe monoplane with a Lambert motor; Waco with Kinner motor; Travel-air J4 with 200 horsepower motor; Stinson six-place monoplane powered with a 300 horsepower engine; American Eagle powered with a Siemens-Halsky engine; Fairchild cabin monoplane with Wright motor; Savoia-Marchetti amphibian; the newly designed National cabin monoplane; Aero-marine-Klemm monoplane with a Le Blond 90 horsepower motor; Douglas O2H; Consolidated PT3; Ryan five-place cabin monoplane with a J5 motor; Barling N93; DeHavilland moth training plane; Loening computer and Lockheed express plane.

BRIDGE WILL OPEN FOR TRAFFIC SOON

Unusually—if nothing happens and work progresses as those in charge expect the Grand Island bridge will be completed and open to traffic by July 26. The floor will be completed July 19. The bridge, built ten years ago has undergone complete repair and some changes in construction during the last two months.

The pile driver, donkey engine and other machinery was taken to the cut off road at the south city limits of Dayton Thursday evening.

DREDGING IS PUSHED

Grand Island—The government dredging of the Willamette river between Duke's landing and Wheatland is in progress. Four of the men who are employed at the work report that it will take about three months to complete the project.

WRONG TEACHER HIRED

Hopewell—Miss Edith Manning, daughter of Mr. and Mrs. John Manning, will teach at the Buena Crest school next year instead of Miss Sylvia Manning, as was announced in error.

Kingwood—Dr. and Mrs. E. R. Flack of Enterprise were visiting their brother, B. B. Flack of Cascade Drive, having attended the veterinarian's convention which was recently held in Chehalis, Wn., and taking advantage of their proximity, to make a visit here while on the trip.

Educators Advocate Additional Support For Rural Schools

Constructive steps in creating a uniform and improved system in Oregon may be the result of a resolution adopted by the National Educational association at its annual convention in Columbus, Ohio, it was indicated by C. A. Howard, state superintendent of public instruction.

Howard had just returned from the meeting where, with 22 other delegates, he represented Oregon. The resolution regarding proposed aid for rural schools, read as follows:

"The National Education Association, in view of the serious educational emergency that exists in rural areas, urges that the United States congress provide financial aid to the states with which to meet this situation."

"Since Oregon is one of the new states still having a greater number of rural schools, the result of advancement of this resolution to the federal government, should be vitally important in this state," Howard said.

Financing of structures in rural districts now is entirely dependent upon the county, the state lending little support to such measures.

"Oregon could be greatly benefited should the government adopt a plan of aiding those districts where per capita wealth is comparatively low, and thus equalize educational opportunities," he said.

Another resolution considered by Howard of great importance to Oregon's educational opportunities was one requesting reservation of certain radio channels for future use in education.

Development along this line would first center at the station of Oregon State college in Corvallis.

Howard praised a resolution asking for adoption of a set form of oral questions given foreigners making application for second citizenship papers. He said that under present methods, the applicant was sometimes embarrassed and questions were not at times a fair test.

An address entitled, "Character Development through Vocational Education," was given by Howard on July 7 before the vocational department of the association.

In his talk, Howard probed the work of vocational education, asserting that the vocational teacher has an opportunity possessed by few to shape the character of students who obtain his instruction.

"No other education is so rich in life situations as vocational education," the speech read. "Character education can most effectively be carried out when connected with actual life situations, the theme of vocational education."

Howard did not say whether he was contemplating any immediate changes in Oregon's educational system as a result of the meeting. He considered the convention a complete success and felt that the educational movement in the United States would take renewed life as a result.

Turner—The regular meeting of the Ideal Rebekah lodge was held in the Odd Fellows building with a good attendance of members. The usual routine of business was transacted and the remainder of the officers were installed, following the annual installation of the previous meeting at which time some of the officers were not installed. Several discussions were participated in and the plans and arrangements for their picnic was talked over. Following lodge session adjournment a luncheon was served in the dining room.

LODGE HAS FURTHER CEREMONIAL EVENT

Hubbard—A number of young men have left for the harvesting in eastern Oregon. Some of these are on their first trip to that part of the state while others are following their regular routine; the early season in the valley and the harvest time in the eastern part. Among those going there recently are John and Roy Claypool, Ben Miller and Carl Ott.

HARVEST FIELDS CALL

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WILL FAMILY HOME

Grand Island—Mr. and Mrs. Roy E. Will and family returned home Thursday after 18 days spent visiting the parents of Mrs. Will, Mr. and Mrs. B. Atherton and other relatives at Orange, Calif.

HYZERS HAVE SON

Mill City—Mr. and Mrs. J. H. Hyzer are the parents of a six pound baby girl, born Friday morning.

UMPQUA TUNNEL PROJECT PLANS ARE ANNOUNCED

Plans for construction of a 1300-foot tunnel under Hancock mountain, east of Elkton, Douglas county, on the Umpqua highway, have been revealed by the state highway department. Cost of the project is construction of the tunnel is not to begin this year, and possibly will not be undertaken next year. Roy A. Klein, state highway engineer, says it is on the program for "future development" and will be started as soon as possible.

Since the Umpqua highway extending from Drain to Reedsport is not a state road the state does not participate in the cost of future construction, or improvements now in progress, but the state department furnishes the engineering as it is required by law to do. Cooperating in the cost are the government, the Umpqua highway improvement district and Douglas county.

At present the highway crosses Hancock mountain, 400 feet high. The tunnel will eliminate the 400 foot rise and fall and will save motorists a mile and a half. It will be at the site of a tunnel proposed by the Southern Pacific company when that railroad began construction of a line to Coos Bay along Elk creek and Umpqua river in 1907. At that time the proposed tunnel was opened into the mountain about 100 feet at the east portal.

The highway department announced the grading contract for the ten-mile unit of the Umpqua highway immediately west of Drain is about 60 per cent complete and it should be entirely finished by Sept. 30, this year. This work will cost \$156,000, and is being done by Peck & Emerson of Hoquiam, Wash.

The surfacing of this unit, a crushed rock job, is under contract to A. S. Wallace of Roseburg at a contract bid of \$105,000. The contractor has set up his plant and will begin spreading rock about July 25. Surfacing will not be completed until July 30, 1931.

East of Scottsburg on the same highway a contract was let last March 27 to Harmon & Tittle of Eugene for the grading of a 4.4-mile stretch at a contract cost of \$98,000. This will be completed by Oct. 31, 1931. This unit, a separate contract was awarded to C. A. Catching of Roseburg for construction of a number of small bridges and culverts at a total cost of \$22,161. These will be completed by August 31 this year.

A 16 mile section between Reedsport and Scottsburg was graded and surfaced a few years ago as a forest highway project and a bridge across the Umpqua to replace the old ferry was completed last year at a cost of \$98,000.

The Umpqua highway is inter-long, connecting the Pacific highway and the Roosevelt coast highway. When completed it will give practically a water grade between the Pacific highway and the coast, since it will not be necessary to cross the Coast Range mountains at any point.

The Umpqua highway is interesting both historically and geologically. Tidewater on Umpqua river extends as far as Scottsburg which has the distinction of having been the third postoffice established in Oregon. In early days small boats came up the river as far as Scottsburg where supplies for mining camps and settlements of Southern Oregon were transferred from boats to pack horses. It was at the mouth of the Umpqua that the Jedediah Smith party was massacred by Indians.

MOTOR TO PORTLAND
Hazel Green—Mrs. Fred Haselbacher and daughter, Sophie, motored to Portland recently and were the guests of Mrs. Alois Schwenk. Miss Sophie remained in Portland with her sister and will be her guest for an indefinite period. Mrs. Haselbacher was accompanied on her return to Salem by Mrs. Edward Haselbacher and son, Edward Allen, Jr., who have been the guests of Mr. and Mrs. Patrick Erickson, parents of Mrs. Haselbacher.

DALLAS FOLKS WED
Dallas—Marriage licenses were issued Friday to Isaac Hill, laborer, and Adnes Enns; and to Frank F. Kliever, dairyman, and Lena Butler, all claiming Dallas as their place of residence.

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Attacks on Intangibles Tax Act Would Compel State to Repay Million

Oregon's new intangibles tax, upon which the state tax commission pins so much hope for reductions in property taxes, is being attacked in the state supreme court from four quarters.

Three suits attacking validity of the laws have already been filed and a fourth is being held in abeyance in Marion county circuit court pending final decision of the first three suits when it will be either further prosecuted or dropped.

The state will lose approximately one million dollars which has been assessed since the new intangibles law went into effect, if the appellants are successful in their actions.

It was believed that, if the intangibles law were declared invalid by the supreme court, corporations would then attack the excise tax which would compel the state to return an additional \$700,000 to individuals and completely disrupt the state's present tax program.

The intangibles tax levies a tax upon the so-called "intangibles" owned by individual, not upon corporations. The latter are taxed in a companion measure known as the "excise" tax.

Legality of the intangibles tax was first brought to the state supreme court in the "Redfield case" filed by Scott Redfield and Berwick B. Wood, co-partners, and Roy A. Johnson, A. D. Wakeman and Hugh B. McGuire.

The Redfield case bases its complaint chiefly on the contention that the intangibles tax is an arbitrary classification between corporations and individuals, taxing the latter and exempting the former, and that it is an arbitrary classification between Oregon residents and non-residents, taxing residents and exempting non-residents, although the latter are all doing business in Oregon and have their intangibles in this state.

Frank Kierman of Portland, attacking the tax purely from the angle of discrimination between individual and co-partnerships, and corporations, declared that "No where in the history of taxation in America is there presented an instance of discrimination so capricious or of partiality so flagrant as in the instant case. For the first time in American history, he says, "discrimination, not petty but substantial, not reasonable but arbitrary, is made in favor of corporations against individuals."

The third suit in supreme court, filed by E. A. Miller, raises the questions propounded in the other two cases and a third contention that the intangibles tax act fails to exclude what may be generally termed "mortgage indebtedness." Attorneys for Miller asserted that tax authorities will, unless restrained, force Miller and similar taxpayers to pay a tax on mortgage indebtedness, notwithstanding the fact that Oregon laws hold such are not subject to taxation.

Attorney General I. W. Van Winkle will this week file his briefs supporting validity of the intangibles law.

STALLARD TO DEFY POLICE

H. H. Stallard of Portland, independent candidate for United States senator, has notified the Salem police that, in defiance of a Salem city ordinance prohibiting street meetings of any kind in a certain area, he will attempt to make a political speech at State and Liberty streets Saturday night, July 26.

In an attempt to talk at that place last Saturday night he was stopped by an officer.

Stallard mentions the incident in a letter addressed "to the leaders and supporters of the late lamented George W. Joseph, Julius Meier, Rufus C. Holman, president of a Salem city ordinance prohibiting street meetings of any kind in a certain area, he will attempt to make a political speech at State and Liberty streets Saturday night, July 26.

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Jefferson—Raymond McClain and Charles Seehale left Friday for Crescent City, Calif., where they will spend several days looking after business interests.

PROTECTION OF STATE BIDDERS ENGINEER'S AIM

Roy A. Klein, state highway engineer, said he favored legislative action that would provide state licensing of contractors operating in Oregon, providing the law "did not limit competition among capable contractors."

A recent United Press story misquoted Klein as saying the state highway department did not favor a law that would compel all contractors operating in Oregon, to become licensed by the state through payment of a fee, before they were allowed to submit bids for proposed projects.

S. H. Probert, office engineer, should have been quoted in the story as saying he feared such legislation would limit bidding among contractors seeking contracts for state highway projects, but that he thought the law might be beneficial to the building trades.

"Many times, low bids are offered by contractors from states bordering Oregon," Probert had declared. "If they were compelled to pay a license fee, their bidding might be restricted and we should be obliged in some cases, to accept higher bids."

Probert said he doubted the revenue derived by the state from such a plan, would be hardly in excess of that required to operate the department.

McCALLISTER WORKS ON BUSINESS STUDY
Mark D. McCallister, state corporation commissioner, promises an interesting report on business conditions in Oregon as soon as he has completed analysis of statistics for

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the current fiscal year as compared with previous years.

The report for the fiscal year 1929-1930 has been completed and McCallister is now making a thorough study and analysis of all statistics of all branches of business coming within his jurisdiction.

SIX KILLED WHEN AIR LINER CRASHES

London (AP)—Four men and two women, all of its occupants, were killed Monday afternoon when a Junkers airplane crashed at Meopham, Kent, the air ministry reported.

The plane was marked "GAZK" and was owned by the Walcott Air Lines, Limited. The pilot was believed to be Colonel Henderson.

Scio—Fred Bryan stated on his return from eastern Oregon a few days ago that his father was somewhat improved in health. He was moved to Burns for medical attention.

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