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

Bonds Not Justified

Whether justified or not by professed need for providing some form of work for the thousands of unemployed, Governor Meier's reported plan of inaugurating a ten million dollar program of road and highway construction through the use of federal aid money and the sale of additional state highway bonds is destined to meet with strenuous opposition from two sources—those who object to the bond method of financing highway operations and those who challenge the equity of saddling the entire burden of the state's employment relief activities solely upon automobile owners.

To pay the bills incident to his proposal the governor proposes to augment the \$6,000,000 in federal aid and emergency funds now made available by the sale of \$4,000,000 of highway bonds, thus increasing the bond load of the highway committee to more than thirty millions of dollars and prolonging by several years the time when road construction in the state will be established on a current revenue basis.

Ten years ago the state highway commission recognized the fallacy of the bond system of road building, foreseeing that the day would soon arrive when constantly mounting maintenance and reconstruction operations added to heavy bond interest and principal requirements would absorb all available current revenues, and leave recourse to the sale of more bonds the only avenue open to financing of new construction. The threat of the vicious circle was ended by adoption of a policy of issuing no more bonds, and this policy has been maintained through the administration of successive highway commissions.

This year one sixth of the total revenues of the highway commission are being paid out to meet bond requirements, slightly more than \$2,000,000 out of the \$12,000,000 available being required for that purpose. There are now outstanding more than \$27,500,000 in long term highway bonds, a reduction of approximately \$11,000,000 from the peak load of \$38,700,000 in the original issues, and \$14,000,000 less than the total of \$41,000,000 in bonds that have been sold since the commission was organized.

Facing the prospect of almost certain radical reductions in automobile license fees when the legislature meets next January and the promise of shrinking gasoline tax revenues due to depressed conditions, the highway commission would be acting in doubtful wisdom to issue more bonds at this time. The demand of the times is for retrenchment and drastic economy; one of the big tasks of the commissioners is to reestablish public confidence in the commission and the department. That confidence cannot be reestablished by flaunting extravagance in the face of public sentiment.

Only as a last resort made necessary by unemployment conditions more critical than now exist would the administration be justified in abandoning its no-bond policy, and then only on a basis that would return a dollar in roads for every dollar expended from the revenues that are collected from automobile owners. There is no justification for utilizing highway department revenues for any other purpose than the construction and maintenance of roads and highways.

Terrible Adventure Of American Sailors On Whaler Globe Revealed

Washington (UP).—The Mulgrave Islands in the Marshall Archipelago, now under the mandate of Japan, were the scene of one of the most thrilling and terrible adventures in the annals of American seamanship.

For more than a century the story of the mutiny on the whaler "Globe" has been told and re-told. A curious drama of human nature at its worst. This drama was unfolded over an immense expanse of land and sea, but the published accounts of it have dwelt particularly upon the Mulgrave Islands' phase.

In a period when American whaling activities in the western Pacific underwent rapid expansion, the whaler "Globe" left Nantucket Island, Mass., in 1822, under command of Captain Thomas Worth, with William Beetle as mate.

The ship rounded Cape Horn, went Oahu, in the Hawaiian Islands, and then cruised for whales in Japan seas. After obtaining 550 barrels of oil, the ship returned to the Hawaiian (then called Sandwich) Islands for supplies. Six of the crew deserted and were replaced—from the local population.

The "Globe" then cruised southward and was in the vicinity of Fanning Island when the mutiny occurred. Samuel Comstock, a boat-steerer, first killed the captain, and then with the apparent connivance of some members of the crew slaughtered all the other ship's officers.

The crew, a majority of whom were innocent of any part in the murders then sailed to the Mulgrave Islands where they anchored and made plans for a settlement ashore.

Comstock aroused the enmity of his companions and was shot and killed. Six of the crew now double-crossed the remainder and made hasty and surreptitious departure on the "Globe." After a terrible voyage they arrived at Valparaiso, Chile.

At Valparaiso the United States Consul Michael Hogan took charge of the "Globe," and the men aboard were placed in irons on a French frigate, there being no American vessel in the harbor.

Consul Hogan in due course examined the men, in legal fashion. One was held for trial, but the other five were adjudged innocent and

DOMINIONS TO FORCE HAND OF MOTHER NATION

Ottawa, Ont., Aug. 1 (AP).—Heavy and open pressure was brought upon Great Britain's delegates to the imperial conference today to force the hand of the mother country on what tariff preferences she is willing to give.

N. C. Havenga of the South African delegation, in a blunt statement yesterday, virtually called upon the British delegation to quit talking about favors already shown the dominions and to get down to facts. The statement linked South Africa with Australia in the movement to bring the conference down to brass tacks.

Havenga charged that Stanley Baldwin did not give a true picture of the situation when he declared last week that the union of South Africa had a favorable trade balance against the United Kingdom.

Many delegates already have begun to talk of leaving here not later than August 15 and there was evidence today that the sub-committees were preparing to get down to serious trading. Chief among the problems were:

Canada's insistence on adequate protection for her own "efficient" home industries, and the concessions she is willing to make in lower tariffs on incoming British coal, steel products and textiles in return for preference rates for her own exports of wheat, lumber, copper, meat and fruit.

The reluctance of the British delegation to raise a cry of "food taxation" at home by boosting the tariff wall on imports from outside the empire in favor of intra-empire trade.

In spite of the difficulty of reaching an agreement, most of the delegates, except for those from India and the Irish Free State, were reported fearful of going home empty-handed and the British especially were understood to be particularly desirous to reach some kind of agreement with the dominions to lower their preferential rates without raising their general tariffs.

GIBSON GIVEN STARRING ROLE

Wynne Gibson, the talented young actress who stepped from the musical comedy stage to success in the talkies by way of "Nothing But the Truth," "Ladies of the Big House" and "Two Kinds of Women," has her first big starring role with Paramount in "The Strange Case of Clara Deane," coming to the Warner Bros. Elsinore theater Wednesday and Thursday.

In this talkie version of Arthur M. Branigan's brilliant stage hit, Miss Gibson attains to heights that will bring her great fame in the annals of the photoplay.

The climax packs a terrific heart-walloper in a series of melodramatic incidents, with Clara Deane as the heroine. The ending is not the customary sugary one—but contains a satisfying medium of happiness.

Supporting Miss Gibson are Pat O'Brien of "The Front Page" fame; Frances Dee, brunette charmer of "An American Tragedy"; Dudley Digges, George Barber, Russell Gleason, Clara Blandick and others.

JULY RAINFALL ABOVE AVERAGE

Rainfall for July was .65 inches, slightly in excess of the .52 mean average for the month, and making the month of the nine during which the average has been exceeded. The wettest July on record was in 1916 when 2.74 inches of precipitation were recorded. This was nearest approached by 1909 with 1.96 inches and 1902 with 1.61 inches. Both 1930 and 1915 had .99 inches while 1923 had 1.21 inches of rainfall. There was .80 inches in 1905 and both 1907 and 1918 brought .57 inches.

Ten Julys have been without rainfall, 1893, 1899, 1910, 1914, 1922, 1925, 1926, 1929 and 1931 while three had just a trace, not sufficient to record. These were 1906, 1921 and 1924.

Rain fell seven of the 31 days of the month just passed, four of them being in succession. The first rain was the Fourth of July with .02 inches. July 10 brought .12 inches and July 11 left .08 inches. There were .25 inches on the 13th, .12 inches the 14th, .08 the 15th and .01 on the 16th, since which there has been no rainfall.

JOHNSON KILLED IN AUTO ACCIDENT

Molalla—Olar Johnson, about 50, was killed Sunday night at 7:35 o'clock when a light coupe he was driving down a hill on the Colton-Meadowbrook road got out from under control at high speed and turned over a number of times. Johnson was badly crushed, and Fred Benson, who was riding with him, was badly bruised and shaken. Johnson formerly was logging superintendent for the Flora Logging company in Yamhill county, until two years ago when he bought a farm two miles south of Coulton. He was a member of the L. O. O. F. lodge of Portland.

Dayton—The annual Smith Hughes project tour will be held in Dayton district Tuesday. Instructors from Canby, Newberg and Molalla will be present.

Kingwood—The attractive new home being built on Cascade drive for Miss Emma Godfrey, is almost completed and will be occupied at once by the Floyd Millens of Salem.

Entangled Affairs Of Foreign Nations Keep American Cabinet Busy

Washington, Aug. 1 (UP).—Revolt in South America, trouble in the far east and conferences in Europe have emphasized anew during recent months the stream-like continuity of American foreign policy.

Secretaries of state may come and go—there have been five since the war—but a small group of men in the state department keep zealous watch over traditional doctrines.

Not that these are allowed to petrify. They are altered slightly from time to time to suit changing conditions. They are buttressed now and then by new treaties. But moulded in the fire of history to meet definite American needs, they remain fundamentally unchanged.

Secretary Stimson recently told Japan in effect "that the United States would not admit the legality of the Manchurian conquest." Here he introduced a novel element, for he based his statement partly on the Kellogg peace pact.

Yet Secretary Bryan, more than 15 years earlier had made similar representations when Japan took Shantung.

Basically, both secretaries were upholding the "open door" doctrine to protect American trade, first laid down by Secretary Hay three decades ago.

Chile has a new government. Will Stimson recognize it? That depends on the Davila regime's ability to hold public support, will carry out international promises and can effectively control Chile. Stimson did not originate this policy. He resur-

rected a doctrine followed almost continuously by the state department until the Wilson administration, when it was temporarily altered.

Some observers hold that this policy has not been followed with respect to Russia. But the state department contends that the Soviet state does not respect its international obligations.

The United States has four cardinal doctrines of foreign policy:

1—The Monroe doctrine of non-interference by Europe in the affairs of the American continent.

2—The "open door" in the Far East.

3—Freedom of the seas.

4—No "entangling alliances" with foreign nations.

Some of them have been modified in special instances, but their basic intent has been preserved.

FOOD SALE HELD
Amity—The American Legion auxiliary of Amity held a food sale Saturday at the P. L. Stout store on Trade street, which was well patronized.

Silverton—Miss Stella Dybevik and Mrs. Clara Klumnek left for Woods on the coast, Friday planning to visit Newport, Pacific City and other resorts on a four-day trip.

FIREMEN FACE REDUCTION IN SCALE OF PAY

An ordinance bill for a reduction in the salaries of members of the Salem fire department, affecting all of the personnel except the chief, has been drawn for introduction by Alderman O. A. Olson, and probably will be introduced at tonight's meeting.

The ordinance bill restores the schedule of salaries that existed before the present schedule was adopted some years ago, and puts the firemen on the same schedule as exists in the police department.

The new schedule as provided in the bill would be chief \$200, assistant chief \$150, captains \$150, engineers \$150, firemen in the service four years or more \$125, and firemen in the service from six months to four years \$120.

The salaries at the present time are chief \$200, assistant chief \$165, engineers \$165, captains \$150, men in service four years \$135, and six month men \$120.

Alderman Olson will not tonight put in his ordinance bill to submit to the people a proposed repeal of the civil service act, but has it in preparation and probably will introduce it two weeks from tonight.

Not much business is scheduled for tonight's session. Something may be said concerning the appointment of the city's citizen budget committee, members of which were named two weeks ago.

The British lifesaving service saved 385 lives from shipwreck last year.

Women Pilots To Have Important Roles In Air Races This Month

Cleveland (UP).—Women pilots will have a front rank position in the national air races here Aug. 27 to Sept. 6—a position that has been won through their own achievements in aviation. Every event on the program, including the 100-mile Thompson Trophy Race, will be open to feminine entries, according to L. W. Greve, president of the corporation sponsoring the classic. This will make the Air Races the only competitive sporting event of any magnitude in which men and women compete on an equal footing.

"It was proved during the 1931 races that the woman flier is as competent as her male contemporary," Greve said. "We planned added recognition for the women at the races this year, even before Amelia Earhart's triumphant trans-Atlantic flight."

The chief event for women only will be the 50-mile leveland Pneu-matic Aerol Trophy race in which entrants must first have qualified at a speed of 175 miles an hour or greater before being entered. The race will be run over a 10-mile closed course, Sunday, September 4.

The winners' purse totals \$5,000 in cash besides the trophy which cost some \$3,000.

Race officials predicted today that the race will be won at a speed surpassing the world's straightaway land plane record of 210.636 miles per hour established by Miss Ruth Nichols at Carleton, Mich., in April, 1931.

The Aerol Trophy was first offered in 1929 as the prize in a women's cross-country air derby from Santa Monica, Calif., to Cleveland. It was won by Mrs. Phoebe Fairgrave Omlie, of Memphis, Tenn.

The following year it was posted as the prize for a similar race from Long Beach, Calif., to Chicago, where the 1930 races were held and was won by Mrs. O'Donnell who raced the distance in 15 hours and 13 minutes.

The award was offered in 1931 as the annual prize for the women's closed course speed classic, and was won by Maude Tait Morarity of Springfield, Mass.

The trophy itself was produced at a cost of more than \$3,000 and is said to be one of the handsomest ever offered for a competitive sporting event. The design is symbolic of women in aviation, and depicts a woman flier standing atop of the globe. The figure holds a plane in her outstretched arms.

Besides the race for the Aerol Trophy, there will be the Amelia Earhart Trophy Race for the George Palmer Putnam Cup, an award offered by the husband of the trans-Atlantic flier. This closed course race was established, officials said, to encourage women to develop their capabilities for speed flying.

LAST CALL FOR The Price Shoe Co's CLEAN UP SALE

Archpreserver Shoes for Women

Broken lines, both brown and black, lace and strap. \$10, \$12 and \$15 grades all go at one price

\$7.95

Men's and Women's Florsheim Shoes

Last call for this sale. All styles and kinds, brown, black and white. Broken sizes. All go at one price, \$8 to \$10.50 at

\$6.85

White Pumps and Ties

Sizes badly broken, but all good styles, and new merchandise. \$8.50, \$10 and \$10.50 values to close out at one price

\$5.

Ladies' Fine Silk Hose

Net, Chiffon and Service. All late shades and every pair guaranteed to give perfect service.

Former price \$1.50, \$1.65 and some at \$2, all go at one price

\$1.

Ladies' Hand Bags

Patent Leather, Black Calf, Red and Blue Patent Leather, Wood Bead Bags for street wear, Bead Bags for formal and party wear.

All from our New York factory making our well known bags. Very low prices for late summer

\$1.95 & \$2.95

Sport Shoes for Women and Girls

Tan, Black and Smoke Sport Oxfords in rubber and leather soles. Also spike Golf Shoes.

Now is the time to get vacation shoes. Very low price

\$4.95

Repair Work Best and Most Reasonable Prices in Salem
Men's 1/2 Soles \$1 - Ladies 1/2 Soles 75c - Rubber Heels 25c

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