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

While Experts Plan

That speed in automobiles is safe only to the extent that roads, streets and highways are designed for speed and further limited by the human factor involved in operation, is becoming more and more apparent as American traffic experts pursue their studies into the problem. Analysis of the mounting death toll is proving to them that broad highways, easy super-graded curves, unobscured view and non-skid surfacing are not sufficient to make high speed driving safe even in the most modern cars.

They now see the need, if the power, balance and braking efficiency of improved motor vehicles is to be safely utilized to full advantage in expediting the flow of through travel on main arteries, of entirely eliminating cross flows of pedestrian and vehicular traffic, left-hand turns and intersecting roads except at widely spaced intervals.

Already the agitation has started for extra super-highways to accommodate four, six or more lanes of traffic—roads from which all roadside stands and filling stations would be barred, where directional travel would be automatically controlled, and which would be accessible from local roads only by right-hand turn-ins every five or ten miles. New York and other eastern cities have partially solved the problem by constructing elevated roadways having few intersections and no cross traffic.

But all of these elaborately and probably soundly conceived schemes for the future do not operate to stop the slaughter that is going on today. They have not served to prevent the nine deaths which have resulted from accidents along the super-highway between Portland and Oregon City in the past year. Nor have they acted to materially reduce traffic accident deaths over the country.

Neither has Oregon's system of "indicated" instead of fixed speed limits operated to lessen the hazards. One has but to watch the cars speeding along such through streets in Salem as South Commercial and North Capitol at 50 and 60 miles an hour—where the indicated safe speed is 25 miles—see pedestrians waiting a chance to cross the street and hear the screech of brakes violently applied to understand why accidents are so prevalent. One does not have to be a traffic expert.

Even under Oregon's inadequate speed control law, once tried but abandoned in California, the conditions existing on arterial streets and highways are largely the fault of lax enforcement. Most of these speed-crazy drivers are violating the state laws or city ordinances, which require the exercise of reasonable caution and forbid reckless driving.

Granting that most existing streets and highways are inadequate in design and that slow moving traffic often operates to cause dangerous congestion, there is still no excuse for permitting such flagrant disregard for safe driving as exists in Salem and Oregon.

More vigilance by police officers, a few arrests and stiff fines, or even jail sentences for habitual offenders, will go a long way toward controlling the menace of automobiles until that time when fool proof roadways are provided for speed maniacs.

Rayon from Hemlock

The Farm Chemurgic council, an organization that seeks to advance the industrial use of products of the soil through applied science has announced the discovery that the hemlock tree of the northwest is not only valuable as a source of pulp for paper, but for alpha-cellulose for the manufacture of rayon. The discovery was made by Dr. H. K. Benson, head of the department of chemistry of the University of Washington.

The hemlock is the most numerous of the forest trees of the Pacific northwest and while it has been utilized to some extent in sheathing and interior building, as it warps when exposed, its main use has been for paper pulp, its bark for tanning leather. The Indians used its inner bark for food. It has the advantage of rapid growth and could be commercially planted in cut-off areas.

The use of hemlock for rayon manufacture should provide a new industry for the northwest and offset the importations of Japanese rayon. The production of Japanese rayon and yarn this year exceeds the output of the United States rayon mills, totalling some 375,000,000 pounds.

So the despised hemlock, long considered a bi-product of fir lumbering may come into its own as a source of wealth and builder of payrolls.

Publicity Seekers

The abdication of King Edward has given not only the cranks and crackpots a chance to show their nuttiness but opened the door wide to cheap notoriety seekers. The Duke of Windsor is deluged with letters from romantic women and job seekers, and Mrs. Simpson threatened with dire penalties and a flood of invitations inviting residence for the romantic couple in the backwoods districts is materializing.

No sooner was the abdication hinted at with the king, still on his throne, than various unheard of hick clubs began electing him to membership with proposals of future residences, couched of course for free advertising of various neglected resorts as providing a sportsman's paradise or a night club retreat. And the smart-alecs are still at it.

The latest effort along these lines comes from the tourist go-getters and humdiggers of Victoria. It proposes that Vancouver Island secede from British Columbia and the Dominion of Canada and create an independent kingdom and with Edward as king and Wally as queen, all of which is merely a bid for free publicity for tourists to "follow the birds to Victoria."

POWELLS START TRIP

Monmouth—Mr. and Mrs. Glen Powell left Portland last week for Chicago, Pittsburgh, Washington, D. C. and other eastern cities before returning via Los Angeles. Before their departure they were feted with a pre-Christmas dinner by

Mrs. Powell's parents, Mr. and Mrs. John Puller, at their home in South Monmouth avenue.

Bethany—Mrs. J. L. Stalker, who has been very ill for a number of weeks, is reported as gradually improving.

A Dog's Life



News Behind The News

By Paul Mallon

Washington, Dec. 21.—The high command here seems to have dropped the soft-pedal upon criticism against the supreme court.

Interior Secretary Ickes, for example, gave out a peculiarly worded statement after the court sent the Duke power case back to the lower courts without a decision, but said nary a word about the court. He asserted the power-

ies were holding up \$30,000,000 of PWA employment projects by their technical legal tactics, although the court had taken the action causing the delay. It sounded significant. What happened on the inside was even more significant.

It seems that Mr. Ickes' young liberal lawyers in PWA were hot against the court action. They wrote a confidential memo to Mr. Ickes outlining an attack upon the court and pointing out the harm wrought by the delay. They suggested Mr. Ickes issue it in his own name. He revised it to apply to the power companies instead of the court and then gave it out.

Courses.—The incident illustrates a growing unannounced sentiment among new deal authorities. Most of the top liberals have come to the friendship of the tribes that regularly came along, learned to speak the "jargon" and took on the Indian manners of hunting and fishing.

Names of the Samuel and Mahala Simmons family are William, Asa, Daniel, Mahala, Elizabeth, John and Sylvester. The deaths of the father and mother were not far apart, about the year 1889, and both were about 82 years of age. Prominent citizens representing the second, third and fourth generations of this family are scattered over the state which they helped win to civilization.

Stack.—No less an authority than the No. 2 mar of the new deal inspired those recently published predictions that there would be no resignations from the cabinet. How- ever, he was speaking only about the other nine members, and not about himself. He would not comment about his own plans, which still call for his resignation January 7.

The reason there will be few resignations is that "it would take a team of horses" to get any cabinet

EDUCATIONAL STUDY MADE FOR SHERIDAN

Sheridan—Dr. F. L. Stetson, professor of education at the University of Oregon; J. E. Worthington, principal of the Wankosha, Wisconsin, high school, and Mr. Emerson of the State department at Salem, visited the school last week.

These men were national study visitors from the Cooperative study of secondary standards, tentative and experimental of Washington, D. C., and came to inspect the Sheridan high school since Sheridan is one of the two hundred high schools in the United States chosen by the study as work shops in which to make their investigations, there being only three others in the state, Milton-Freewater, Bend and one of the Portland schools. They visited the classes in actual work checked on the teaching techniques and observed the students' responses.

They will return for another visit in the spring to observe whether advancements equal to the set up have been made. In October a member of the committee, coming from the state of Washington, gave achievement tests to the students. Others will be given in the spring member out. They like it here.

Suppression.—Chemists in the agriculture department conducted an investigation of what wines may be drunk with certain foods, and prepared a pamphlet. It will never be of assistance to dining outsiders. Everyone okayed it until it reached Agriculture Secretary Wallace. He pocketed it.

Easing.—More than one congressman is taking inside steps to have Attorney General Cummings tone down his belligerent crime-catcher, J. Edgar Hoover. It seems that Mr. Hoover, by working hard at it, has made nearly every Washington authority a potential enemy.

Understanding.—The supreme court may be a frequent target for criticism from outside, but never from attorneys appearing before it. That is, almost never, Assistant Attorney General Toner of Washington state told the court the other day: "I must confess that sometimes I read what your honors say without being able to understand the meaning."

He was not fined for contempt, the justices presumably taking the view that the fault lay with Mr. Toner.

Coffee Party Held

Silverton—Mrs. Gladwyn Hamre entertained a few friends at a coffee party Friday afternoon at her home in the Gelsler addition. Present were Mrs. John Wilson, Mrs. George Lovett, Hazel Mae Baker, Mrs. Josephine Steen, Mrs. J. F. Conrad, Mrs. Oscar Johnson, Mrs. Elmer Johnson and Mrs. Dewey Allen.

Sublimity.—The Altar society met Thursday afternoon at the parish hall. A short business meeting was held and the remainder of the afternoon was spent playing cards. Lunch was served.

Landmark Lore

By E. B. FLETCHER

Two miles north of Central Howell at the crossroads, at Chemawa-Silverton and Gervais - Macleay highways, there is a historic land claim of 640 acres. The old, two-story house has been there for more than 80 years. Its external appearance, during the latter part of this time, has been the most bleak and abandoned of any landmark for miles around.

The front part, with two large chimneys, is divided into two living rooms. The roof over the north part, for a long time, has "let in the sunshine and the rain," so that people who have lived there have been obliged to use the south room. In attention of people passing by is drawn toward the old home by the peculiar cornice which is of single, large pieces, patterned in the shape of a large S.

This attractive land claim was the home of Samuel Simmons. He was born in Indiana in 1807, where he married Mahala Bunch. They came to Oregon in 1845 and the next year, by trading a yoke of oxen, secured the title to this 640 acres of land. During the early 50's they built the present landmark which took the place of the log house.

Mr. Simmons was tall and of

powerful physical organization. His voice was loud and he had a cheerful manner of greeting those whom he met. The writer's father served as justice of the peace. Some mornings, when only our parents were up, we would be awakened by a loud, "Good morning, Square!"—meaning "Esquire." With us, there was no guessing as to who was riding along.

This pioneer's favorite saddle horse was a small mustang that was brim full of spirit and endurance. The gait preferred by the rider was a fast trot, so that his arms, held in one hand and a long hazel switch in the other. The stirrups were in such immediate nearness to the ground, that it appeared to children, he simply stepped over the pony instead of mounting it.

At the time these pioneers settled here, there were only four families in the vicinity, the McMorckles, Headricks, Murphys and Shannons. These and the Simmons family were generous to incoming families, many of whom were almost destitute.

The Simmons farm was along the Indian trail which led from the Coast range to the Cascade mountains. The whole family won the

Santa and the Viking

BY SIGRID ARNE



The story so far: The sun has tricked the Ice Queen into staying from Santa's toy shop which she tried to keep buried in snow because Santa helped Nils, the Viking, rescue his daughter from the Ice Kingdom.

Chapter 13
SANTA HAS A PLAN
"Ho, ho!" chuckled the sun as he came hurrying up the sky the next morning. "This time I have good news for Santa."

He blew and blew his hot breath on the snow-covered toy shop until even the door was uncovered by noon. Santa burst out and shouted:
"Thanks, thanks, but where is the Ice Queen? She has put me to so much trouble that I won't finish all the toys by Christmas."

But the sun assured him the Ice Queen would probably stay home several days repairing the damage to her castle. "However," he advised, "you will have to make a toy for her that will take the place of Nils' little girl, or she'll have you snowed under half the time."

SANTA PLANS A DOLL
Santa nodded and stroked back into the toy shop thinking. Lunch was ready and all the dolls and fairies were sipping cranberry juice and nibbling ginger-bread cookies.
"What's the 'uble, Santa?" squeaked a restless jumping jack. He jumped right up onto Santa's plate of apple-fritters.

Tomorrow—The Doll for the Ice Queen.

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