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

Serving the State

The persistence with which the Oregon Journal insists upon concentration of state highway finances and equipment on the job of completing the Wolf creek road between Portland and the seacoast causes more than one person to wonder whether that paper is, as it frequently professes to be, a statewide newspaper or a propaganda organ for Portland's selfish interests.

With full knowledge that every cent of state and federal aid money spent and every piece of equipment allocated to the Wolf creek road—over and above that project's equitable share in the highway commission's program of progressive construction of the entire state system—is diverted there at the expense and to the neglect of some other section of the state, there is never a week passes but the Oregon Journal editorially demands more and more for its pet project.

Just now it is demanding to concentration of more heavy equipment, the rental or purchase of which costs real money, on completion of the grading of the 17-mile gap between Sunset Camp and Elsie this year, a job which highway engineers say cannot be done with the facilities provided under the WPA allocation. To justify additional expenditures of highway funds on this road, which would then be only two-thirds finished, the Portland paper cites the million dollars that has been spent on the two ends of the project.

If that be justification for discriminatory concentration of available road money on Wolf creek, what of original roads on the state and federal systems which after 20 years of building are still not completed—roads in which more than a million dollars each have been invested and are still capable of little use because of unfinished sections?

What of the Central Oregon highway, the John Day highway, the Fremont highway, the North and South Santiam highways, the Willamette highway and others? What of the needed reconstruction of the Pacific highway, the most heavily traveled road in the state, between Roseburg and Grants Pass? All of these are roads of important commercial significance in the development of the state.

Are all of these projects to be shelved or retarded while highway resources are to be concentrated on the completion of a four million dollar speedway for Portland pleasure seekers? Is that the manner in which the Oregon Journal serves its statewide constituency?

260 Percent Increase

A study of highway traffic fatalities in Oregon during the past ten years conducted by the federal bureau of public roads shows an increase of 260 percent in the number of deaths caused by motor vehicles in 1936 over 1926. And this in spite of better road surfaces and improved mechanical construction of vehicles and safety campaigns. The conclusion is drawn that the hazards of highway traffic increase with the number of cars on the roads.

236,134 motor vehicles were registered in Oregon in 1926, and 336,676 in 1936, an increase of only 43 percent as compared to the 260 percent increase in fatalities. In 1926 one fatality was reported for each 2380 cars registered. In 1936 a record was made of one fatality to each 950 cars, an increase of 151 percent. The report says:

The conclusion must be drawn therefore, that increased traffic density, and increased normal maximum speed—a factor apparent from the records subsequent to 1931, have aggravated highway safety conditions out of all proportions. Such increased precautions as may have been taken by the average driver as a result of the safety campaigns have been insufficient, perhaps for a more thorough realization of those changed conditions. Highways and vehicles have been vastly improved, particularly within the last five years, so that the results can only be attributed to the third agency responsible—the driver.

The speed craze has been deliberately encouraged by both auto manufacturers and traffic laws. The speed limit of cars should be cut down by the manufacturer and by legislatures. More rigid examinations should be required for drivers licenses and severer penalties exacted for recklessness. These would help, but the human equation will always remain.

Best Birth Month

At the recent annual convention of the American Association on Mental Deficiency just concluded at Atlantic City, Professor Elworth Huntington of Yale presented a mass of data indicating that the birth month was a major factor in determining a person's future.

Since primitive times the maximum of births in the temperate zones have been in March, and conceptions in June, the "month of brides" because the children conceived then had a better chance of survival, Dr. Huntington states. He continued:

"In the climate where homo sapiens originated March appears to have been the time when the winter dearth of food began to be broken. At that time young green plants appear and young animals, eggs and young birds become abundant. Thus from March onward until the nuts, fruits, grains and fat animals of Autumn give the year's best food supply the primitive mothers were increasingly able to get food and supply milk. If a child is born in March, the interval before hot weather is sufficient to pass the most critical stage of infancy. Among our primitive ancestors births earlier than March were undesirable from the food standpoint. Later than March was undesirable from the standpoint of disease."

Data presented showed that people born in February or March are the longest lived and those in July the shortest. Death rates show similar differences between persons born in favorable or unfavorable climates. Furthermore most of the famous people were born in February or March.

Modern science has gone a long way in militating the seasonal handicap along with higher standards of living and so reduced the once appalling infant mortality rate. But the advantages of spring birth continue obvious.

Commutations to Cost \$11 Per Book

San Francisco, May 13 (AP)—Commutation books for the Golden Gate bridge will cost \$11 each, directors of the Golden Gate bridge and highway district decided yesterday. A book will be good for 30 rides within 60 days, for a driver and four passengers, and will be transferable. Fifty cents was the rate set for pleasure automobiles, with not more than five occupants. After some discussion the directors made no provision for horses.

The Irish Free State has three times as many shoe factories as in 1931.

A Dog's Life



OREGONIAN IN ALASKA SLIDE

Seward, Alaska, May 13 (AP)—Two Californians and one Oregonian were listed among the six victims of a snowslide in the remote Moose Pass area, a relayed telephone report reaching here today said.

An immense snowbank hanging on the mountainside over the slide scene prevented rescue parties from attempting to dig out the bodies. W. M. Sherman, a forester, in charge of the rescue work, reported.

Dave Mansfield, Weaveraville, Calif., married, with family. Ben Crabtree, California. Wilbur Zetman, Klamath Falls. John Dyke, Seattle, married, with family.

John Melhus, residence unknown. Einar Pedersen, Anchorage. Forest service employees and CCC men had joined in the search. The party was equipped with a portable radio telephone but no report had been received directly from it.

The report on the names of the victims was telephoned from the Moose Pass station, 37 miles from Lynx creek on which the avalanche and snowslide occurred. The overhanging snowbank which prevented attempts to dig out the bodies was reported to be 3,000 feet up the mountainside over the slide scene. The slide which caught the victims was reported to be two miles long, a mile wide and to have covered parts of the area to a depth of 25 feet.

The manager of the party, Horace C. Cooper, Seattle, escaped the slide. The forester crew took 10 days' food supply into the district with them. Moose Pass is 67 miles from here.

The mine, on which preliminary work for the summer's operations was under way, was operated by the Eureka Placers, Inc., a Washington state corporation.

PLANS FOR RAISING REPUBLICAN FUNDS

Washington, May 13 (AP)—John Hamilton, republican national chairman, outlined a campaign today to coordinate national and state fund raising by men not holding office.

Agreements to share the contributions have been concluded between the national committee, the congressional campaign committees and party officers in 17 states.

"We get a broader base of party workers in this way," said Hamilton. "It is bound to result in development of new leaders where necessary."

Expressing a hope to wipe out the deficit this year, he said \$125,000 of the \$350,000 owed in November had been paid off.

Solicitation under the new plan has started in New York, West Virginia, Illinois and Texas.

News Behind The News

By Paul Mallon

Washington, May 13—Labor behemoth, John Lewis, hates anything green. His C.I.O. hates anything connected with A. F. of L. crafts.

But when Mr. Lewis sent around specifications calling for bids on remodeling the University club palace here into a United Mine workers' quarters palace, the final stipulation he made was substantial: In any work to be done, only Mr. Green's A. F. of L. craft union labor shall be employed.

The humor of Mr. Lewis providing jobs for the workers of Mr. Green is one thing. The hint that this battle of the behemoths has lately turned into something more of a family affair is another.

For instance, there is the fact (few people know it) that Mr. Green has never been expelled from the Lewis United Mine Workers' union. Furthermore, the Lewis C. I. O. unions have not been expelled from the A. F. of L. They merely have suspended each other.

That seems to sum up their real relationship behind their embattled headlines. They are in a state of suspension, possibly permanent suspension, but by no means an bitter suspension as they were some weeks ago.

Sidetracking—This will probably be denied ardently. It may be said Mr. Lewis had no love for Mr. Green, but only self-preservation in mind when he wrote his palace specifications. All building trades unions are in the A. F. of L. and Mr. Lewis would rather get labor from the enemy than from non-union classes. The fact that he specified it may be explained by the assertion that contractors were timid about taking the job for fear of Lewis-Green labor troubles on it.

After all this has been explained, however, there will still remain the fact that Mr. Lewis has not kicked out Mr. Green and vice versa.

It seems the United Mine Workers' executive committee discovered it did not have the power to expel Lewis because he appealed to a local union for a hearing of the charges. His local is at Coshocton, Ohio, and when the matter went there, no one around heard of it thereafter. Incidentally, there seems to be a deep inside disposition to leave the matter in Coshocton.

Similarly, the A. F. of L. executive committee does not seem to

be mourning because it cannot expel Mr. Lewis but must leave him in suspension until the next A. F. of L. convention. There is a fairly good tip around that the suspension will not develop into an expulsion even at the next convention.

Bystanders, statesmen and others seemed to be agreed this is the best way. A separation is usually better than an outright divorce. It leaves the possibility that something will happen to prevent the divorce.

Alimony—Rumors are running around the capital that the reason the A. F. of L. will not suspend the Lewis unions is that it cannot afford to lose the revenue from them. The facts are these: The C.I.O. diversion cost the A. F. of L. 983,000 members, but on April 30 it had 2,884,577 members left. Most of these members pay one cent a month. The loss of the Lewis unions, therefore, would seem to represent a financial loss to the A. F. of L. of about \$9,830 per month. But the revenue received from remaining members is certainly sufficient to keep it going.

Furthermore, this loss already has been sustained. The suspended C. I. O. unions are not paying dues now.

C. I. O. finances are not so readily ascertainable. The C. I. O. does not have a general levy upon members of its various unions. The unions appropriate sums from their treasuries for its operation from time to time. In these new steel and auto unions which have been organized by C. I. O., a levy system is supposed to have been put into effect, but it has not been operating long enough to become productive.

Promotion—The coronation caused hardly a ripple of official interest here. It has been accepted somewhat as the British counterpart of the world exposition in Paris or the world's fair in New York in 1939.

Few officials know the new king, but those who do like him. They call him "dependable, like his father" in contradistinction to Windsor, whom these same people regarded as something of a harum-scarum. They never knew what he was going to do next.

The feeling prevails that King George will slowly become more and more popular among his own people, although they doubt that his popularity in the world at large will soon approximate that of his father or the former Prince of Wales.

Publicity—Chairman Wheeler of the senate railroad finance investigation received a telegram from a mysterious organization which signed itself: "The National, American and International leagues (and American association) for Peace." It reads like this:

"When you first started your investigation, the Spanish war broke. When you started up the second time, the Hindenburg crashed. The third time brought the coronation. In the interest of peace (and your own publicity) won't you please stop."

PLAN REFLOODING OF LOWER KLAMATH

Klamath Falls, May 13 (AP)—A survey of the lower Klamath lake will be made soon by a party from the bureau of agricultural engineering with a view to possibly reflooding the dry basin, it was learned today.

Senator Charles L. McNary sent the local chamber of commerce a copy of a letter from John C. Page, reclamation commissioner, in which Page said the U. S. biological survey had arranged for a survey party and a subsequent report on the necessary engineering works in connection with reflooding.

Considerable support for reflooding the lower Klamath has been gained here, as it is felt that the project would have the combined effect of abating a dust nuisance and relieving the annual flood threat in the Tule lake swamp area, consequently providing more land for agriculture.

Russia plans to produce 350,000 more bicycles this year than in 1936.

FAMOUS EUROPEAN BAREBACK RIDERS GIVE THRILL A SECOND WITH CIRCUS



The Cristiani troupe, Europe's riding wizards, are the only bareback riders in the world to somersault from horse to horse. They are one of the features of the great Al. G. Barnes and Sells Floto Combined Circus.

The Thrill of a Lifetime.

Literally this is what the renowned Cristiani troupe of bareback riders offer. Acclaimed Europe's riding wizards, they are one of the hundreds upon hundreds of sensational acts that will be seen with the great Al. G. Barnes and Sells Floto Combined Circus, coming to Salem Saturday, May 22, 15th and Madison street grounds.

Unquestionably the Cristiani family, of four men and their two sisters, who have amazed Paris, Vienna, London, and in fact all the great continental capitals, is without an equal on the face of the globe. The grace and ease, with which this extraordinary group turn mass somersaults from back to back of galloping steeds, is a thrill not soon forgotten. Tense drama, excitement and spine-tingling sensations follow one after the other in gun-shot succession as the comely Cristiani ladies, with all the aplomb the average person uses in sitting down in a rocking chair, risk their pretty necks in seemingly impossible horsemanship feats. The Cristiani are the most amazing riders in amusement history.

With more than 600 men and women acrobatic stars of international fame in new acts and displays never before seen in this country and a huge congress of 60 clowns on its gigantic 1937 program, the combined Al. G. Barnes and Sells Floto Circus sets a new and mammoth note in outdoor amusements. Perhaps one of the most stirring spectacles ever devised is Old Mexico, which opens the program. An odd 400 people, all richly dressed in gorgeous be-jeweled costumes and 400 animals take part in this magnificent pageant. The sight is one to stir the imagination and quicken the blood. This season, too, the menagerie has been enlarged. The amalgamation of the two circuses

has formed one of America's largest traveling zoos.

While hundreds upon hundreds of acrobatic performers disport themselves for those who like wild animal displays there is the largest group of ferocious jungle beasts ever assembled. They are not only on display in the menagerie, but are also made to perform by Bert Nelson, conceded to be the greatest wild animal trainer in the history of the world.

Performances will be given at 2:00 and 8:00 p. m., the doors opening at 1:00 and 7:00 to permit leisurely inspection of the many wonders.



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