

The Sentinel

A GOOD PAPER IS A GOOD TOWN
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The gasoline tax in Oregon has yielded \$68,462,378 in revenue to the state since the first tax was imposed in 1919. The total for the United States in that 16-year period is \$32,318,615,865, or an average of \$332,413,491 per year. No wonder the federal government is edging in on this gold mine of revenue and wants to steal it from the states.

AN ANNIVERSARY

It was ten years ago this year that commercial aviation was born. Therefore, it is interesting to see how rapid the development has been in this field.

Ten years ago, there were no regular commercially-operated air mail and passenger-carrying airplane lines. In 1930, airplanes flew 95,000,000 passenger-miles; in 1935, passenger-miles totaled 313,410,560. In 1930, airmail totaled 7,000,000 pounds; in 1935, it was 13,276,023 pounds. In 1930, air express poundage was 286,000; in 1935, it was 3,814,000.

Airplanes, ten years ago, were something new. Public confidence in them had to be created before they would "take." And in these days when many folks advocate governmental operation of everything, it is interesting to look back upon the development of aviation—in private hands.

UNEMPLOYMENT INSURANCE WILL BE ENDANGERED

Unless Oregon labor leaders resort to arbitration rather than to strikes for the settlement of labor disputes, the state and national unemployment insurance and social security acts in this state will have become nullified within the next few years.

This is the prediction made by W. H. Perkins, manager of the Oregon Producers and Shippers Association, following a trip throughout the state during which he made a study of industrial conditions as they affect agriculture.

"The logging strike which has been carried on for more than a month and which threw approximately 10,000 Oregon laborers out of employment, is causing agriculture, and particularly fruit growers some little concern," he said. "Fruit growers are apprehensive that a situation similar to last year may develop, during which box shoox supplies were depleted and prices necessarily advanced sharply."

"Agriculture is particularly concerned over the fact that logging and mill operations in the state of Washington have not been affected by the current labor difficulties, and hundreds of thousands of dollars have been sent out of Oregon because of the long continued failure to negotiate a compromise settlement."

"Aside from the immediate losses suffered by all Oregon business as a result of this strike, it carries a far-reaching significance in the orderly operation of the unemployment insurance operations in this state."

"At the last special session of the legislature a law was enacted requiring employers to pay a certain percentage of their monthly payrolls into a state and federal fund for unemployment insurance for their employees. Under the Oregon law the employees do not have to contribute one cent to that fund."

"As a result of long-continued labor troubles, many employers are facing financial ruin and will be forced into bankruptcy unless labor conditions show a decided improvement. If employees want to insure the safe operation of the unemployment insurance law, they must show a better spirit of co-operation or they will soon find themselves without this desired protection."

"Agriculture is deeply interested in this problem for the reason that markets for agricultural products become stagnated and prices fall below the level of production costs if there is widespread labor difficulties and consequent unemployment."

Chadwick Lodge No. 68
A. F. & A. M.
Special Communication
Tuesday, June 23, 8 p. m.
Work in M. M.



The proposed state-owned radio system for use of the police bureau and highway department has now progressed to the state where bids will be received for installation of the system at the meeting of the highway commission in Portland on June 27. Fourteen installations are contemplated. Three stations of 1000-watt capacity each will be installed at Salem, La Grande and Klamath Falls. Smaller stations of 50-watt capacity will be installed at Roseburg, The Dalles, Portland, Astoria, Bend, Coquille and Burns. Still smaller stations of 10-watt capacity will be installed at Pendleton, Baker, Eugene and Grants Pass. It is estimated that the installation will cost \$50,000 of which the federal government will supply 45 per cent.

A balance of more than \$4,000 still remaining in a relief fund contributed by state employees in 1931 will be used for the relief of any employee who was on the state payroll at the time the fund was created and who might be in need at some time in the future. This was decided by members of the fund committee at a meeting this week. The money has been tied up in the First National Bank of Salem and has only recently been released. Approximately \$85,000 was contributed by state employees toward the relief of needy persons at the time.

Continuation of the program of adult education after this month will depend upon the availability of federal funds, according to Roben J. Maaske, director of the program. Maaske said that 10,545 adults are now enrolled in the various courses being offered in the 25 counties and giving employment to 252 otherwise jobless teachers.

Legal authorities who have had opportunity to study the recent opinion of the United States supreme court in the New York case are pretty generally agreed that the principle of minimum wage legislation has been dealt a blow from which it can recover only through resort to a constitutional amendment. Oregon was the first state to enact a minimum wage law. The act passed by this state in 1913 and upheld by the U. S. supreme court in 1917, has been closely followed by most of the other sixteen states which have written minimum wage legislation into their statutes since that time.

Two Salem citizens who witnessed the laying of the cornerstone for Oregon's old capitol in 1873 were present to watch Governor Martin turn the first dirt for the proposed new capitol last week. They were H. S. Bolle, now 91 years of age, and Mrs. Ida Babcock.

State departments and institutions are already beginning to give attention to their biennial budgets for 1937-38. Budget requests for the next two years are expected to exceed those for the current biennium because of the gradually increasing cost of all commodities. It is also expected that strenuous efforts will be made to restore pay of state officials and employees to the 1932 base from which it was reduced by cuts enforced by the legislative session of 1933.

State employees who have been escaping federal income taxes in the past may not be so fortunate in the future. This applies especially to employees of self-supporting departments. First intimation that Uncle Sam was rounding up new contributors to his public purse came in a request for a list of employees of the industrial accident commission together with their salaries for the past four years. This department is supported by contributions from industrial employers and receives no state funds. A number of other state departments are in the same category, notably the public utilities commission, the motor transport division, the liquor control commission and the banking department.

Mrs. Clara Patterson, superintendent of the state industrial school for girls, plans to ask the next legislature for a new building—a combination gymnasium, auditorium and school room. The institution now has 61 inmates housed in two cottages.

Losses of more than \$34,000 in the operations of the state land board for the past 21 months, as revealed in an audit just completed, can not properly be laid at the door of the present administration. The losses were sustained in the sale of properties taken over by the board to protect loans from the common school fund. Some of these loans date back for 30 years. Most of them were made during the boom period. Liberal appraisals and lax supervision on the part of the board at that time accounted for

many loans in excess of the actual value of the land given as security. The present board is merely attempting to clean up the mess it inherited and in doing so is compelled to write off heavy losses in order to get property back into private ownership and onto the tax rolls.

The state's relief budget is to be kept on a cash basis if at all possible, Governor Martin declared this week. Refusing to authorize a new issue of \$200,000 in certificates of indebtedness to be underwritten by future profits of the state's liquor system the governor directed Elmer Goudy, state relief administrator to cut the relief rolls to the bone and stay within revenues available from current liquor profits—approximately \$150,000 a month.

Start of the test pits on the site to be occupied by the new capitol building was a momentous occasion with Governor Martin turning the first spadeful of earth and making a short speech in which he lauded the state house planners for the excellence of the winning design and predicted that the new building will be a real credit to the state. Members of the capitol commission, the architects who will design and supervise the new building, and high state officials attended the ceremony.

State-owned automobiles continue to increase. Records of the purchasing department show that 42 automobiles and 30 trucks have been added to the motorized equipment owned by state departments in the past 16 months. The number now totals 591 automobiles and 755 trucks.

Cities which permit the existence of "attractive nuisances" and fail to surround them with adequate safeguards do so at their own peril. The supreme court this week held that the city of St. Helens was responsible for the death of a four-year old child who had drowned in an abandoned water-filled quarry located on city property. In its opinion the court held that it was the duty of the city to "exercise due care to render the place reasonably safe or else exclude children from it."

How the Landon for President Movement Began

(Continued from Page One)

see for themselves. They went in automobiles; on regular trains; in special cars and by airplane. Then they came back and complimented their editors and reporters on the acumen these had shown. From that time on the papers have been full of Alf Landon.

Meanwhile the radio discovered Landon. Ditto the photographers. Ditto the taxi drivers and filling station attendants throughout the country. Kansas tourists instead of being greeted "how's the dust" were invariably asked "how about this man Landon?" The snow ball was rolling.

By early spring it had rolled from Maine to California and back to New York and is now headed for Washington.

Above story would not be complete without a background warranting the meteor like advancement of this Kansas Governor, Alf M. Landon. Governor Landon is 49 years of age, son of Mr. and Mrs. John M. Landon, his father being an oil man, whose family came from England to America in 1650, settling in Pennsylvania and became successful farmers. His mother's people, the Mossmans, were born in Scotland, coming to America in the pioneer days. His grandfather, Rev. William Herman Mossman, was a Methodist minister in Pennsylvania.

Alf Landon spent his boyhood days in Ohio, coming to Kansas at the age of 17 years, locating at Independence, Kansas, with his parents. He entered Kansas University, where he graduated from the law department. Wanting to learn something of the banking business he spent two years as a bank clerk at Independence, but the outdoor life appealed to him, so he resigned and took up the oil business, leasing land, drilling, buying and selling oil property in his own name. By strict attention to business, and his thrift, in paying as he went, he prospered in the oil game and became one of the outstanding independent oil operators in the Mid-Continent field. He was always active in politics and campaigned for "Teddy" Roosevelt, when 25 years of age. He was private secretary to Henry J. Allen in 1922 and six years later became state chairman of the republican party, and in 1930 managed Clyde Reed's campaign. He was elected governor of Kansas in 1932 and reelected in 1934, being the only republican governor elected that year west of the Hudson river. As governor he has faced some of the gravest problems ever faced by an executive. The Finney Bond scandal, which threatened the value of all Kansas bonds in financial centers, and the credit of the state. By his prompt action in taking charge of the State Treasury, ordering the resigna-

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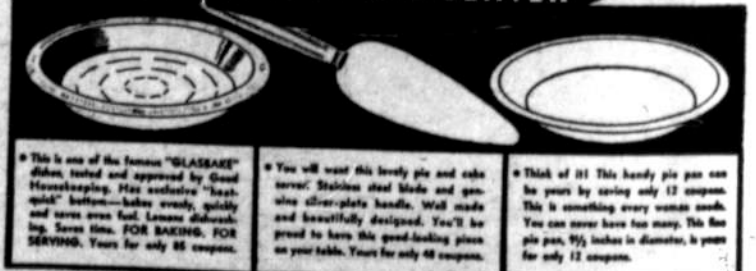
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