

PUBLISHED EVERY EVENING EXCEPT SUNDAY, SALEM, OREGON, BY

**Capital Journal Ptg. Co., Inc.**  
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**SUBSCRIPTION RATES**  
Daily by carrier, per year .....\$5.00 Per month.....45c  
Daily by mail, per year ..... 3.00 Per month.....35c

**FULL LEASED WIRE TELEGRAPH REPORT**

**EASTERN REPRESENTATIVES**  
New York Chicago  
Ward-Lewis-Williams Special Agency Harry R. Fisher Co.  
Tribune Building 30 N. Dearborn St.

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### SANITATION PAYS

The recent visit of John D. Rockefeller, Jr., to the Colorado Fuel and Iron Company's mines revealed the fact that not a little of the discontent that led to the deplorable strike in that region was attributable to the insanitary dwellings and modes of food supply existing there.

The so-called rebellion at Wheatland, California, last year was discovered after thorough investigation by the California State Commission for Immigration and Housing to be partly if not primarily due to the miserable dwellings and the insanitary environment of the hop pickers. The commission was led to investigate other labor camps in that state, with most beneficent results. It established a model camp, and from the practical data obtained issued a pamphlet containing rules for camp sanitation, photographs and drawings for sanitary bunk houses, that served the commission to make propaganda through practical workers under the commission's engineers.

The efforts of the United Fruit Company offer another example of efficiency arising from sanitation in an industry. Having an aggregate of 65,000 employees in Cuba, Central and South America, the death rate was reduced from 12 a thousand in 1912 to 7 a thousand in 1913, in that division of its territory in which were applied large expenditures of money, skill and labor for sanitation under periodic medical visitation.

The splendid work of the Pennsylvania railroad after the floods of 1913 offers another lesson on sanitation as being an important economic factor. The United States Steel industry is applying this principle with enormous advantage.

### THE SEARCH FOR POWER

When the cave man tugged and strained with all the might of his brawny sinews to roll a big rock before the opening of his primitive home, finally having to give up, conquered, he then began to use his brain. With its aid he found that a stout stick with one end inserted under the rock gave him a leverage that increased his power.

The lever was a mighty handy thing, once it was discovered. It enabled man to do many things before impossible.

But our knowledge of its possibilities is by no means completed. The lever which is of most consequence to the man of today is trained ability. You can try all kinds of other levers, but for getting results they all are like tacks-plungers where you need a crowbar.

In the final analysis employers would much rather be increasing salaries than reducing them or hiring cheaper help.

They all firmly believe, as some one has said, that "Anybody can cut prices, but it takes brains to make a better article."

A sarcastic business man expressed the idea concisely and showed that he himself felt the need pretty keenly, when he nailed up this sign in his office:

"Don't think—you might be discovered.  
"Don't improve—you might get a raise in pay."

It has been suggested that a concrete bridge between Marion and Polk counties would be preferable to one of steel because of the additional work it would provide. The steel structure would be fabricated in the East or in Portland and would require comparatively little home labor while a concrete bridge would employ a large force of men for months, labor being the principal item in construction of this character. The lasting properties of the cement structure, together with the opportunity to employ home labor, should go far to off-set the fact that the first cost would be higher.

The story is that the war has caused a shortage of rubber in Germany where various substitutes are being used, a case in point being the use of solidified glue for gas tubing which so made is more impervious to gases and more resistant to heat, not subject to decay and

capable of standing a higher pressure. The substituting of something else for rubber in gas tubing is no new discovery. That's been going on right here in this country for some years, and there's been no shortage of rubber.

That idea of Henry Ford's to take a shipload of school ma'ams to Europe in the interest of peace is so absurd that it is likely to be even a poor advertising stunt for the Ford automobiles. There is a limit to the gullibility of the American people although it is seldom pressed as in this case.

The story is that a society in a Rocky mountain state organized years ago to prosecute horse thieves has disbanded and turned over the funds in its treasury to the society for the prevention of automobile theft. That shows one of the big changes worked in the passing of time.

Civilization is certainly tough on the untutored Indian. Several of them have been hurt near Pendleton recently when their autos were smashed up.

They are talking of starting a "holy war" in Algiers. If they do it will differ from the one now in progress in Europe.

Strange how popular Greece is with all the belligerents just now.



### BOOK BORROWERS

Some folks are rather funny; if they should borrow money, they're sure to pay it back; they're straight, they're never willing to owe a man a shilling, a shotgun or a tack. In all life's common phases they are as prompt as blazes, a debt gets on their nerves; they are so blamed punctilious it fairly makes one bilious to contemplate their curves. But when they borrow novels, and take them to their hovels, to keep nine days or ten, you may be sure the chances are that those fine romances will ne'er come back again. I am a chronic martyr; my set of old Nick Carter was borrowed long ago; and Laura Libbey's volumes, that stood in stately columns, my shelves no more shall know. Where are the cherished treasures that gave me unmixed pleasures in olden, golden days? Oh, where is "Bolts and Fetters," and where "The Life and Letters of Rutherford B. Hayes"? To honest friends I let them—at their request I sent them—and maybe they'll come back some day when pigs are soaking, and pterodactyls, roaring, are roosting on my shank.



### OPEN FORUM

**Workmen's Compensation.**  
Editor Capital Journal: With charity organizations mustering their forces to care for the needy in the towns and cities in Oregon, it is imperative to devise some means whereby this situation can, in part, be remedied.

Who is to blame? Perhaps no one in particular. The state still is largely undeveloped. An army of workmen could be kept busy for years putting our natural resources into condition for the production of wealth. But there seems to be a deadlock between capital and labor.

The workmen's compensation act, now in force in this state, is largely responsible for much of the unemployment of labor.

I know this to be the cause of the slack demand for farm labor. This law is too drastic and works an injury to labor itself by seeking to impose liabilities on employers which they hesitate to assume.

Large industries as mills, railways and construction firms include in their expense account a certain amount resulting from injuries to workmen. This is added to the cost of the material or service to consumers.

Farmers cannot safeguard themselves in this manner. Should a farmer become liable for an injury to one of his workmen he is not in a position to add this to the price of his corn or wheat. The market would not absorb his crops at the advanced price. The law, as it now operates, removes from him every legal defense except that of intentional injury on the part of the laborer. This intent is, of course, practically impossible to prove.

About every farmer in this state could use labor profitably during every month in the year. But they say why should they imperil their financial safety for the sake of clearing a little more land, building a new house or barn, or extending their acreage in grain. The large majority of farmers plan to do what they can with machinery and the help of their family allowing the remainder of their acreage to be grazed over by livestock or go uncultivated.

The well known truism, "You can lead a horse to the water but you can't make him drink," is applicable here. Our lawmakers, backed by organized labor, can impose certain legal conditions under which farm labor shall be employed, but they cannot oblige farmers to hire laborers under those restrictions.

How much more workable is the workmen's compensation law now in

operation in Kansas? In that state the net covers only accidents sustained in employment for railroads, factories, mines, quarries, electric light plants, or electrical works, building or engineering, laundry, natural gas plants and all employment involving the use of dangerous, explosive or inflammable material.

The law applies only to employers who employ 15 or more laborers.

It will be noted that ordinary farming operations are not subject to the compensation act in that state as in Oregon. As a result Kansas is one of the most prosperous states agriculturally, while here in Oregon we are little more than remaining stationary if we are not actually losing out along some lines of farming. Both are rated as agricultural states and both have large resources in this line. Kansas farmers, however, can utilize labor without hazarding their financial interests, while Oregon farmers are discouraged by the harsh restrictions imposed on them in the employment of such labor under the existing workmen's compensation act. This law is working a hardship on labor itself as it is a large factor in the unemployment situation throughout this state. The only remedy is its modification in harmony with the Kansas act.

—FARMER.

### Three American Deserters and Several Germans Went Down With Ship

Victoria, B. C., Nov. 27.—Three deserters from the United States army and several deserting Germans from an interned gunboat at Honolulu are said to have been members of the crew of twenty-five of the Chilean ship Carelmo which was pounded to pieces with all hands lost, on the west coast of Vancouver Island, Thursday afternoon.

More detailed reports of the tragedy received today from Captain J. W. Troup, superintendent of C. P. R. line, states the Princess Maquinna, which made a vain attempt at rescue, declared the crew of the windjammer launched lifeboats which were quickly capsized and swamped and their occupants drowned.

The Maquinna stood by until the storm threatened to carry her onto the rocks also. Captain Edward Gillman ordered all pumped into the water, hoping thus to enable some of the lifeboats to reach the ship.

Before the Maquinna was driven to safety a huge breaker carried the Carelmo completely over a reef and pounded her to pieces on the rocks.



### A Galley o' Fun!

#### OUTCLASSED.

"My name was Captain Kidd as I sailed, as I sailed; and my name was Captain Kidd as I sailed. O, my name was Captain Kidd, and most wickedly I did, and God's laws I did forbid as I sailed." But I never owned a fire-trap factory or tenement block, or an unsafe storage-dam on a hill above an unprotected town.

And I never cornered any necessity of life, or took advantage of a benevolent protective system to raise the price of the poor man's food.

Neither did I ever compel my workmen to labor for twelve hours at a stretch at dangerous and exhausting toil, or employ children to do heavy and hazardous tasks.

So I have been thinking it over, and while I still insist I was a pretty successful pirate and, for general all-around wickedness, could not be surpassed in my own day, I am ready to admit that, when it comes to a matter of callousness of human suffering and contempt for human life, I was not half so bad as I fondly imagined. In fact, I have about decided that in the way of cold-blooded, cynical, indifferent brutality I would be regarded at the present time as an almost complete failure.



#### A TERRIBLE THREAT.

The Frog—I guess you won't bother me any more, old Vampire!

The mosquito (felled by the smoke)—I'll make you croak on the other side of your face before long. The very first time I catch you with your pipe out I'm going to inoculate you with an anti-tobacco germ!

#### THE OLDEN MOON.

The olden moon sails 'round the night, And lovers walk beneath its wiles And see it move, all golden bright, Across the seas, behind the isles.

As from some lost and lonely dune, Since now for me no maiden smiles, I look and see the olden moon Sail o'er the seas, behind the isles.

Why do I love you, orb divine? It is not that you light the milk Nor even that for love you shine. But that you never jump or jerk.

Here on this neurosthenic bank And shoal of Time, from fret and stew,

And slam and bang and sisk and yank And hurl and whirl—I tun to you.

For you—you never dodged around, Or start my nerves with twist or quirk,

But sail a-sailing, sailing on Without a jiggle, jump or jerk!

#### MIGHT HAVE PREVENTED TR. SECESSION.

"Yes," replied the philosophic monkey, after the Darwinian theory had been considered in all its bearings; "If our ancestors had only been gifted with more diplomatic foresight, and had had the power to enforce their policies, the monkey tribe would today be the leading race in the world."

"Ah!" inquired another monkey; "what policy do you think our ancestor should have adopted?" "The policy of 'once a monkey, always a monkey.'"

#### STILL IN ADVANCE.

Boarder—You made me pay in advance at first because I was a stranger. That was all right. But I am not a stranger now.

Landlady—No; I know you now.

#### AS TO THE BABY.

Friend—Kicks about taking medicine, eh? Papa—Oh, yes!—kicks like a faith curist!

Humperdink (at Money Window)—I want to send a money order.

Clerk—Domestic or foreign? Humperdink—Hah? Clerk—Hoboken or Hamburg!

A woman's modesty is her crown of thorns. If short skirts are actually becoming to her.

**DR. W. A. COX**  
  
**PAINLESS DENTIST**  
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(Study briefly the face of the fellow who is carrying a fish pole, and you can tell whether he is coming or going.)

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FRONT AND FERRY PHONE 1830

**MARGARET STAUFFER DEAD**  
Miss Margaret Stauffer, aged 58 years, died Sunday, November 21, at her home near Hubbard. The funeral ceremony took place Tuesday at the Presbyterian church at this place, Mr. J. P. Cole conducting the services. Interment was made in the Aurora cemetery. Miss Stauffer is survived by five sisters, Miss Mary Stauffer, Mrs. Carrie Warner, Mrs. Louisa Vogt, Mrs. Hannah Steinback, and Mrs. Christina

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