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THE DAILY CAPITAL JOURNAL
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FOUR YEARS OF WAR.

Four years ago yesterday Austro-Hungary declared war on Serbia and gave Germany an excuse for lifting the lid off hell and letting all its furies loose on earth. This was just thirty days after the killing of Archduke Francis Ferdinand, heir to the Austrian throne, by a crazy fanatic at Sarajevo. Germany, or rather the kaiser, and the militarists, had been preparing for war ever since their victory over France, and being ready were more than anxious for any kind of an opportunity to begin the conquest of the world. Urged by Germany Emperor Francis Joseph made impossible demands of Serbia, and these not being acceded to war was declared still at the instigation of Germany. Following this on August first the kaiser declared war on Russia. Two days later he declared war on France making the excuse in both cases that he was doing so in self defense because those countries were mobilizing against him. He knew it was untrue, for results showed neither country was prepared for war, and Germany had no reason to fear either. August 4 Great Britain declared war on Germany and August 10 France declared war on Austria-Hungary, Great Britain doing the same on the 12th. November 5 Great Britain declared war on Turkey and two days later Japan, having sided with the allies captured the German possessions in Asia. May 23rd, 1915, Italy which had at the beginning of the war been bound up with the central powers declared war on Austria-Hungary and on August 21 on Turkey. October 7 Bulgaria sided with the Teutons. March 8, 1916, Germany declared war on Portugal. August 27 Rumania declared war on Austro-Hungary which was followed by the central powers all declaring war on her.

Such was the order in which the nations were drawn into the war. On April 6, 1917, the United States after a display of forbearance unequalled in history reached the limit of endurance of wrongs and declared war on Germany.

Up to the present time the Central Powers have had the better of the contest. They have overrun much territory, some of it neutral, and this they still hold. They have a foothold in France and another in Italy, though both of these are getting precarious. That the war will last two years more is the opinion of the leaders in practically all of the allied nations. At the same time the situation has greatly improved largely due to the United States with her vast resources of men and money taking up the gage flung at her by Germany. There will be much hard fighting yet unless unforeseen circumstances arise, such, for instance as the disintegration of Austria, but that the odds are turning steadily against the Central Powers is a certainty, and the result will be the defeat of Germany, and the destruction of militarism. The allies enter the fifth year of the war under more hopeful conditions than have existed since its inception. Had it not been for the falling down of Russia it would most likely have been ended by this time. That misfortune delayed, but it will not change the final result. At the same time here in America we must be prepared for any and every demand that may be made on us, and we must continue to exert every ounce of our energy in pouring out men and money until Prussianism is simply overwhelmed. There must be no let up until peace is declared.

Crop indications are that the wheat yield for the United States will fall below the 900,000,000 bushel mark, though not far below it. At that, we will have more than 300,000,000 bushels more than last year, and that is considerable wheat. At the same time the increase in shipping will before another year make it possible to draw on Australia's 300,000,000 bushel surplus, and the surplus in Argentina. Just now there is more wheat, available in the wheat growing countries than ever before, though Russia is decidedly short. It is now only a question of transportation, for with this there is bread in abundance for all.

It is pretty difficult to get too much of a good thing, and that is the reason many farmers are already wishing for more rain.

LADD & BUSH, Bankers

ALL THE THIRD LIBERTY BONDS ARE NOW
HERE.

THOSE INTERESTED PLEASE CALL
AT THE BANK

TOMORROW THE BIG DAY.

The celebration tomorrow marks a new era for Salem and Marion county. The completion of the inter-county bridge, the third, is unique in that the bridge will be paid for when completed. We have built two others, and they are still unpaid for, though one of them washed away so long ago that only the older citizens have any remembrance of it. The present structure whose completion we are to celebrate should last for many years, and prove of inestimable benefit not only to Salem but to the public at large and especially to Marion and Polk counties. It brings a large section in touch with the city that for more than a year has been more or less cut off from it, and it means much in the way of trade, and of markets. With the canneries and other plants for preserving fruits and vegetables here at Salem the bridge makes certain to the residents of Polk county their ability to reach these markets at all times. That the event will bring to the city the largest crowd ever gathered here is expected, and Salem in honor of the occasion will close all its business houses and devote the day to entertaining her guests and celebrating the great occasion. The feature of the day is that it is to be made an aid to the Red Cross which has charge of the many things that will be made to contribute to the cause through amusements and the sale of articles needed on the day. Salem's latch string is out, and the more visitors that pull it the greater will be the satisfaction of the dwellers within the capital city. See to it that you are one of them.

Between the Bolsheviks and their own silliness the Russian people have been brought to the verge of starvation. The childish ignorant peasants had an idea that that mysterious thing called "government" could feed everybody without any labor being expended or any effort on the part of the individual. This has proved the undoing of the masses and at the same time it has proved a hard blow to the Germans. The dispatches from Petrograd show that city is on the verge of famine, and at the same time the Germans are taking every pound of grain they can lay their hands on, leaving those who grew it scarcely enough for their own subsistence. This course on the part of the Germans is sure before long to so solidify resistance against them as to destroy their influence in Russia, and this means much to the allies, especially after the war, when German propaganda will exert itself to Germanize that country.

Nothing has been given out as to what steps will be taken by this country in co-operation with Japan toward helping Russia, but it is stated the plans have been agreed upon, and that action will be taken quickly. Apparently it will be first the sending of troops to Siberia to aid the Czech-Slovaks and the Russians in setting up a stable government there.

Rippling Rhymes

by Walt Mason

JULY HEAT.

My fat old form is wilting in heat that does not cease, and I'm no longer lifting a song of joy and peace; I'm groaning smoking phrases the censor says are wrong; the day is hot as blazes, and seems a fortnight long. And this is what I yearned for some six brief months ago! It's what my bosom burned for, when we had wholesome snow! The sun grows hot and hotter, it blisters and it tans; I drink three kegs of water, and wear out palmleaf fans; a redhot wind is blowing, from some baked, parboiled shore, the perspiration's flowing, I leak at every pore. And this is what I sighed for, when winter was on deck! It's what I wailed and cried for, until I sprained my neck! I cussed, from A to Izzard, the winds that used to blow, the stimulating blizzard, the sweet refreshing snow! Because my ears were frosted, I talked like one gone daft; the language I exhausted, denouncing winter's graft. The worms and bugs confound me, the chiggers give me pain; the flies are buzzing round me, I swear at them in vain. It is too hot for reading, it is too hot to write; a blizzard's what I'm needing, and may it come tonight. The sun all day is pelting my head with chunks of heat, I feel my system melting and running down my feet. And this is what I hoped for in cheery winter days! It's what I wept and groaned for, this bath in solar rays!

FLAG ETIQUETTE.

(Proposed by the National Committee of Patriotic Societies, Washington, D. C.)

When the colors are passing, the spectator, if a man, should halt if walking, arise if sitting and uncover, holding the headress opposite the left shoulder with the right hand; if bareheaded, he should salute with the right hand. A woman should stand at attention as the flag passes by.

When the flag is waving from a stationary flagstaff or pole it is not saluted with the hand.

In decorating, the flag should never be festooned or draped. Always hung flat. If hung with the stripes horizontal, Union should be in upper left hand corner. If hung perpendicularly, Union should be at the right.

The law specifically forbids the use of and representation of the flag in any manner or in any connection with merchandise for sale.

The flag should be raised at sunrise and lowered at sunset. It should not be displayed on stormy days, or except

when under fire of the enemy, left out overnight. Although there is no authoritative ruling which compels civilians to lower the flag at sundown, good taste should impel them to follow the traditions of the army and navy in this sundown ceremonial. Primarily the flag is raised to be SEEN, and secondly, the flag is something to be guarded, treasured, and so tradition holds it shall not be menaced by the darkness. To leave the flag out at night, unattended, is proof of selfishness, or at least carelessness.

On Memorial Day the flag should be displayed at half-mast from sunrise until noon, and at the peak from noon until sunset. It should on being retired never be allowed to touch the ground.

When the "Star Spangled Banner" is played or sung, uncover, stand and remain standing, in SILENCE, until it is finished.

Applause at the conclusion of the "Star Spangled Banner" is out of place. Worn out and useless flags should be

The Woman Who Changed

By JANE PHELPS

CHAPTER CXXII.

Mr. and Mrs. Babcock left us immediately after breakfast the next morning. I rode to the station with them, as did George. Mrs. Babcock kissed me fondly and said she never had enjoyed a visit more, never been more perfectly entertained.

"Your little wife is a charming hostess," she said to George, thereby making me very happy—happy that he should know how she felt.

"Look the other way, Howard. I am going to kiss this little girl, too," Mr. Babcock remarked. "May I, my dear?"

"Indeed you may!" I responded so heartily that they all laughed.

"Aren't they just lovely?" I asked as George and I stood, for a moment, watching them after they went thru the gate.

"They are real people," he replied. "Come on, we'll take a little spin out in the country; then you can drop me at the office. It will do you good to stay out in the air."

I flushed with pleasure. It was lovely to be so appreciated. I felt, all at once, repaid for all I had tried to do to win my husband's approval; all at once, I forgot everything that had been hard and disagreeable.

We had a lovely ride, George chatting gaily with me all the time. When I dropped him at the office, an hour later, I said:

"Thank you for a pleasant morning, George."

A smile and a wave of his hand was his only answer, yet it made me happy.

Mrs. Babcock Was Right.

As I rode home, I thought of what Mrs. Babcock had said, and how right she was. If we gave the best of ourselves to others, they returned it in kind. I had lately given my very best to George, in every way he never had been so appreciative, so evidently pleased with me, as now. When I grumbled, fretted myself and him because I wanted his approval (whether I deserved it or not), I was unhappy, and made him discontented also. I left determined to try harder than ever to be all he wanted me to be—all a wife, occupying the position I occupied, should be.

It may seem strange to some, that my husband should put so much stress upon my social success. But he was a man of affairs. It was necessary that he entertain—that he have, as a wife, a woman who could do her part. That he had chosen me, a country girl, in spite of knowing that I had no training for the part, did not (as I had long thought) prove that he desired to make me over, so much as that he loved me regardless of my deficiencies. He wanted to make me over because of that love, George was wealthy, clever, handsome. He need not have married a simple little country girl. He had married me because he loved me. And I had come dangerously near to losing that love, by my worrying and fretting. I had not realized that he might be just as good a man, even though he was different from the men I had known—my father and my brothers. His life had been different; his outlook, naturally, was different also.

When ever I thought of my feelings about our child—how I had misjudged him in that—I felt very humble, very eager to do him full justice in all other ways.

Mrs. Sexton is Ill.

When I reached home, I found a note from Mrs. Sexton asking me to run up and see her, if it were possible. I went immediately. I knew she would not send for me unless it were important. I found her in bed, ill.

"I have been very ill for a day or two, and although I am better now, there may be days when I cannot see any one. I wanted to talk to you while I was strong enough to do so."

"But—"

"I shall never be well, dear. I have been ill for years. Don't look so distressed. In some ways, I shall be glad to go."

Until she said that, I had not realized that she meant she was dangerously ill. It startled me.

"Oh, don't talk that way! You'll soon be better!" I exclaimed.

"No, I never shall be better. I have been ill for years. Perhaps you recall that, when I first came to you, I occasionally asked to use the car? It was always when I was in such pain that I had to see a specialist."

"Oh, I am so sorry I ever was unkind to you!" I leaned over and kissed her. "You know I love you now, don't you. Better than any other woman in Moreland?"

"Yes, I know. You didn't understand that was all. And that is one thing I wanted to see you about; you must try to understand my husband—his viewpoint—or you never will be happy. He is an uncommunicative, self-contained man. He loves you, I am sure it will be your fault, my dear, if you are unhappy."

We chatted for an hour. I told her of my dinner, of my visit to Chicago, and how more than nice George had been to me of late—that he seldom found fault, etc. When I left it was with a feeling that I might never see her again. I realized she was very ill. (Tomorrow—A pleasant surprise)

destroyed by burning.

A flag torn or frayed by the wind and weather should never again be hoisted until it has been repaired. This is a regulation of both the army and navy and should also be followed by all civilians.

Children Cry
FOR FLETCHER'S
CASTORIA

Notice To Britons and Canadians In the United States

On July 31st, the recruiting Convention between Great Britain and the United States will come in to force and the period for voluntary enlistment terminates on September 28th. During this period of sixty days, all Britons and Canadians between the ages of twenty and forty-four both inclusive, have an opportunity of offering their services to their own countries at a time when the services of every man are urgently needed. For sixty days all British subjects between the above ages will be exempt from the American draft and can enlist at any recruiting depot of the British-Canadian Recruiting Mission regardless of the fact that they may have taken out first United States citizenship papers, or have been classified in Class 1. During this period of sixty days all Britons and Canadians of twenty years of age and those between the ages of thirty-one and forty-four inclusive will be required to register on a date fixed by proclamation by the president and thirty days after registration, men of these ages will be liable to the American draft.

On September 28th, the period within which you can volunteer expires and thereafter you will be liable to draft into the United States army.

For information as to rates of pay, separation allowance, etc., apply to the British-Canadian Recruiting Mission named below.

W. W. WHITE, Brig. General.
British-Canadian Recruiting Mission
115 James St. Seattle, Wash.
Grand Trunk Bldg. 3d and Washington, Portland.



Factory Workers Find Relaxation in the War Garden. Complete instructions for war gardening will be sent to the readers of this paper upon application to the National War Garden Commission, Washington, D. C., enclosing a two-cent stamp for postage.

Hints for the Motorist

By Albert L. Clough Editor Motor Service, Review of Reviews

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Concerning Tire Chains.

THE TIRE CHAIN is a "necessary evil." It appears to be necessary, because no effective substitute for it has yet been found. Non-skid treads are all right, so long as there is no danger of skidding, but when there is, most "safe and sane" motorists resort to the chain. It is an evil because of the power it consumes, the frequency with which it has to be replaced, the noise and jar which it produces and especially the evil which it works on tires. The original purpose of the tire chain seems to have been to give a car traction in snow, on ice and in mud and in such service, the relatively soft road surface took the indenting effect of the cross-chains and the links acquired sharp, cutting edges very slowly. Of course, the chains have to be operated upon hard, slippery streets and there their chief function is to resist the skidding tendency. Under these conditions the links set very harshly upon the tire treads and the friction of the roadway rapidly grinds sharp edges upon them. Driving with chains, on unyielding pavements and upon car tracks is pretty hard on tire treads and should be avoided as far as possible. The utmost that can be done is to distribute, as evenly as possible, over the whole tread, the wearing action of the cross links and to accomplish this, the natural "creeping" tendency of the chain arrangement should be taken advantage of. It is much better to tolerate a general wearing of the tread than to have it worn through in places. In order to reduce the jangling noise of chains and the possibility of their striking the mud guards, there is a tendency among motorists to attach them to the wheels very lightly or even to wire them to the spokes. This prevents any creeping action, and the cross-chains remain upon certain parts of the tread and continually batter them until they finally cause permanent injuries. Chains should be kept moderately loose, despite the noise they then make and it should be remembered that, unless they are reasonably loose, the cross-links cannot, in case skidding commences, arrange themselves somewhat spirally around the tires in a position in which they can successfully resist side slip.

COULD NOT START ENGINE.



Q. N. writes: On a recent very cold morning, the engine of my light six failed to start, although I found the ignition to be O. K., primed the cylinders and turned the engine over by pushing the car around, with the gears in mesh. What was the matter?

Answer: If the engine did not begin to fire after you primed the cylinders properly, the trouble was either that the priming was too cold to vaporize or that the ignition was not so reliable as you believe it was. Try priming with ether and gasoline mixture or with high test gasoline. Unless you were able to push the car pretty fast, we doubt whether you turned over the engine as rapidly as it could have been cranked. If your trouble was that the engine, while it started to run on the mixture furnished by the carburetor, you should choke the carburetor air more completely in order to draw a large quantity of gasoline into the cylinders.

Q. Try pouring enough hot water over the carburetor and intake piping to thoroughly warm it, before trying to start.

DOES COLD PREDISPOSE TO BREAKAGES?

C. B. asks: Is it true that auto parts, such as springs and axles, are especially likely to break in extremely cold weather? I have been told that this is the case.



Answer: This supposed danger is hardly worth considering. Years ago, with the metals then in use, it was pretty generally believed that vehicle parts subject to heavy uncushioned shocks, such as locomotive axles, were particularly likely to fail in intensely cold weather. Automobile running gear parts are constructed of greatly superior materials and, being carried on pneumatic or other resilient tires, are not subject to sharp shocks. So far as we know, experience indicates they are no more likely to fail in cold than in warm weather.

Questions of general interest to motorists will be answered in this column, space permitting. Address Albert L. Clough, care of this office.