

CHARLES H. FISHER
Editor and Publisher

Editorial Page of The Capital Journal

SATURDAY EVENING
April 5, 1919

Published Every Evening Except Sunday, Salem, Oregon.

Address All Communications To

The Daily Capital Journal

SALEM 136 S. Commercial St. OREGON

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

FOREIGN REPRESENTATIVES
W. D. Ward, New York, Tribune Building.
W. H. Stockwell, Chicago, People's Gas Building

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THE DAILY CAPITAL JOURNAL

Is the only newspaper in Salem whose circulation is guaranteed by the Audit Bureau of Circulations

BOLSHEVISM AT CLOSE RANGE.

There are still people in the United States—not immigrants or aliens, but citizens of good American lineage—who persist in maintaining that the Bolshevist movement is sound and worthy, and that Lenine and Trotsky are doing an admirable work and paving the way for the civilization of the future.

Not to mention the crazy economics of Bolshevism, how any one with American ideas of decency and humanity can take the view is certainly beyond the understanding of the ordinary citizen. Here is a little description of Russian Bolshevism in operation, as seen by Col. John Wood, a "radical" member of the British parliament and an executive officer of the General Federation of Trades Unions in England. He has been serving with the British army on the Omsk front.

"For the love of Allah," he says, "never more talk of the glories of revolution. I am in it here. Friend strikes down him he thinks his foe and finds the dead man his brother. Princes, peasants, plutocrats, workmen, rich and poor, go down together in one welter of blood and dirt. The Bolshevist thinks nothing of standing 500 social revolutionists against the wall and shooting them down before breakfast because of some small petty difference of opinion as to whether the railways should be national or communal. How the gods must cry with rage that men can be so mad. However any of our labor leaders failed to grasp the Bolshevist creed of blood and presumed to condone the horrors committed by this mob of fanatical maniacs I cannot imagine. Rather pray heaven to defend our country from such a calamity."

Among the things he tells of seeing was the cleaning out of an old well at Ekaterinberg. There was an occasional grand duke mixed up with the timber. Then another poor piece of flesh was recognized as a grand duchess. Then another as the foreman of a near-by iron works. Then a few workmen and workwomen—all murdered, mutilated, just to prove the love of humanity.

This is a little "close up" of the Russian regime which certain perverted idealists insist is to "regenerate the world"—an economic chaos with a reign of "bloodthirsty cut-throats who murder for the love of it."

If the treaty of peace is not finally concluded until the troubles of Russia, Poland, Ireland and all the rest of them are settled we might as well resign ourselves to an indefinite continuation of armistice conditions.

RIPPLING RHYMES

By Walt Mason

FIX UP.

The long war made us sick and faint, we had no heart to hump; and so, alas, we did not paint the cowshed and the pump; we read long tales of bones and woe, and let our chores to thunder go, and now our houses look as though they should be at the dump. We had no heart to trim the trees, or bear dead cats away, when mighty legions, o'er the seas, engaged in bloody fray; and while those legions thundered on, the tin cans gathered on the lawn, with broken dish and demijohn, and heaps of leaves and hay. While still upon the kaiser's brow the tyrant's crown was seen, we had no heart to broom the cow, or plant the pinto bean; we had no heart to decorate the lawn swing and the garden gate; we merely stood and railed at fate, and cursed the submarine. Now in a castle queer and quaint the mildewed kaiser sits; and we should buy some rich red paint, and throw some clean up fits; for kalsomine of gaudy hue, to make the shack look good as new, for clover seed and blue grass, too, we ought to blow six bits. We've talked of war a weary while, of admirals and kings; now let's put on our peace time smile, and think of other things; let's fix the roof before there's rain, replace the broken window pane; a lot of duties in its train this smiling season brings.

DELAY AT PARIS.

The outbreak of Bolshevism in Hungary has swelled the chorus of criticism, here and abroad, of the "unwarranted delay" of the peace conference.

It is highly desirable, as everybody agrees, to bring the war to a close and to announce definite and final peace terms as soon as possible. It has been desirable from the moment the armistice was signed. Many of the critics, however, are not fair to the peace conference. They ignore the vast amount of work and the unprecedented problems confronting that body, and they ignore the history of similar bodies in the past.

The best known parallel of the present diplomatic gathering in Paris is the congress of Vienna which met in 1814 to shape a new Europe out of the wreckage of the Napoleonic wars. Its task was not as great as that of the present Paris conference, but it was of much the same nature.

That congress was in session about nine months, from September, 1814, to June, 1815. It would have taken longer for the job if Napoleon had not hastened its conclusion by returning from Elba—an incident roughly parallel to the present appearance of a new war menace in Hungary.

It is no less instructive to compare the record of the peace conference with that of the commission which prepared the Spanish-American peace treaty in 1898. That was a small and uncomplicated affair, and the task of the peace commissioners was made all the simpler by the fact that most of the important questions had been settled in the preliminary agreement or protocol of August 12. Nevertheless it took the commission, sitting in Paris, two months and twelve days to finish its work. That was exactly four months after the signing of the protocol.

From present indications, the peace conference will probably finish its task some time this month, despite reported complications, and if it does so only three months will have been consumed, or five months from the signing of the armistice which ended the world's greatest war. If it does so well as this, or anywhere near it, the conference will deserve the admiration of the world instead of its criticism.

AUTOMOBILE PROMOTES BUSINESS.

The automobile industry is now one of the most important in the country. Hundreds of millions of dollars are invested in it, and hundreds of thousands of workmen are employed by it.

Here in Salem, the center of the great Willamette Valley, the automobile business has expanded wonderfully during the past year, which is the natural thing to expect in a central location like that possessed by this city. The completion of the good roads program now being arranged will make this the logical distribution point for a large, thickly settled and prosperous part of western Oregon, and the business here will increase very materially over its present proportions, although a very large business is now transacted in automobiles and machine accessories.

The automobile business has revolutionized living standards and methods of transacting business, and overturned the old order in many ways. It has not, however, brought about the calamities that many predicted only a few years ago would occur as a result of the automobile "craze"—because it was not a craze, but a new era of progress in the manner and methods of doing business and the inauguration of a different standard of living. Some businesses suffered during the re-adjustment to the new conditions but that has passed, and cities like Salem are enjoying renewed commercial activity because of the automobile industry. Hundreds of highly paid mechanics and other employes are kept busy here, and scores of buildings filled with automobile concerns. The automobile industry makes business because all business is created by the activity of the people in a community or commonwealth, and by interchanging their wares, buying and selling and thus keeping money in constant circulation. For instance, Salem might be the richest city in the world per capita, and yet, if the people stayed in their homes and kept their money hoarded away out of circulation it would also be the "deadest" place on earth from a business standpoint. People must stir about, bargain, trade and spend money in order to create business.

The automobile is expensive. It costs money to run it and this fact, coupled with the fact that it has made business and industry move more rapidly than before it came into use is one of the principal causes of the great advance made in all lines of industry and business in recent years.

The automobile business is a great circulator of money and is productive of more activity than any other agency on earth. The reason the automobile has come to stay is because we are now living upon an automobile standard and doing business at a high-powered, rubber-tired speed, and this is a country that never slackens its pace. We will not return to the horse-drawn vehicle, either on the farm or in the city.

Salem must have industries like the paper mill that is seeking to locate here in order to become a real city. That is why the city councilmen, instead of trying to shut it out, should do everything in their power to induce it to come.

New-born Serbian babies are wrapped in paper, because of the scarcity of wool and cotton, say the appeals of relief bureaus. Anyway, paper must be cheaper there than over here or they could not afford such extravagant use of it.

Infant mortality in Germany has increased 47 per cent in the last year. The Prussian vulture that preyed on women and children has come home to roost.

THE PROMOTER'S WIFE

BY JANE PHELPS

BARBARA OBJECTS TO ENTER-
TAINING NEIL'S BUSINESS
ASSOCIATES.

CHAPTER I.

I tried to sleep, but was restless and uneasy all night. I had liked Mr. Frederick immensely after I had become better acquainted with him. He had impressed me as wonderfully dependable and straight-forward. He had long ago warned me to try to stop Neil in his attempt to make money so quickly and so much of it. Evidently he now had tried to warn Neil.

I wished I knew something about Mr. Black. Mr. Frederick had said that "540 per cent men" never got off with their crooked deals—whatever he meant by "540 per cent men"—and had then added: "To be frank, they are no worse than the deals you and Black are putting over."

I was sorry I had listened. To know a part of anything, is always an aggravation. One is so inclined to try and guess the rest, or in lieu of that, to put a wrong construction upon it. I could not help but feel that the letter was what I was doing; consequently I had a feeling of guilt toward Neil.

Another thing that added to that feeling was his generosity and kindness to me. I had learned to love luxury only a little less than he did, and I spent money recklessly to gratify my now extravagant tastes. No one would have dreamed I was the same girl who, a few years before had been satisfied with a home-made trousseau, and who had objected to the hotel bill when on her honeymoon. I now spent lavishly—partly perhaps because there seemed always to be "more where that came from," as Neil sometimes had told me. I had a lovely home, yet it was, even so, a constant temptation to buy things to make it more attractive. Then baby—I was horribly extravagant for him. Even the best was scarcely good enough for him, and I searched the shops, and ordered made the most elaborate and expensive things imaginable.

I had learned to have the same careless feeling about money that Neil had. I sometimes wonder, as I look back upon our lives together, which is the worst attribute of the two—to be a miser, or to lack perspective where money is concerned.

I have since learned that men of Neil's type, the cowboys, easy-going kind, where money is concerned, are usually lovable characters in themselves; and also that they are really a prey to the professional hangers-on, not being successful themselves, are always ready to receive all the benefits possible from those who are financial successes.

But I neither knew nor saw anything of this class at that time. Of the other, however—the coarse common moneyed class—I saw many. It had been with an apology that Neil had brought Mr. Scott home. And he also had been a bit shame-faced when he brought others of his kind, and asked me to "be nice to them." But after a time he ceased to be apologetic. He simply stated the fact that a couple of men would dine with us. Sometimes adding:

"Look as well as you can. A good front means a lot to these fellows," or "Play up to these fellows. They think a lot of the kind of a wife a man has. If she put on a lot of style, yet is affable to them, it flatters them and makes them open up."

I hated this. Often I argued with Neil against his making a business place of his home, even while I wanted to know all about that business. I would not have objected, had he brought only refined, companionable men home with him, but cultured men were the exception; the other kind, the rascals—men who talked loudly, who drank too much, who ate vulgarly, but who had great wealth. "I won't sit at the table with such bores," I once said when he had brought home a man a little more objectionable than any of the others I had met. "Not even to help your business, will I stand for men like him." I had grown conscious. I was just beginning to have social aspirations. Little Robert was growing fast. We must be sure we had the right kind of friends, the

A GREAT INDUSTRY

(Aurora Observer.)

The great dehydration plant of the Salem King's Produce company of Salem is an institution that will be of incalculable benefit to the farmers of this valley. Their needs for this season are 14,000 tons (or 28,000,000 pounds) of potatoes, peas, squash, onions, celery, cabbage, carrots, spinach and string beans. They also can use the berries from 2000 acres of huckleberries, blackberries, raspberries, blackberries and strawberries. All these crops grow well here. They will bring from 3 to 10 times greater returns than grain. Actual figures from Marion county growers prove this statement. Progressive farmers can experiment along these lines to satisfy themselves that there is profit in these crops—with a sure market, wholly independent of the supply or the demand.

right atmosphere for him when he needed it.

"There are plenty of women who would be glad to," had been his evasive reply.

(Monday—Neil Makes Blanche Orton's Home a Rendezvous.)

Farmers Buying Best To Be Had In Line Of Auto Tires

There was a time in the lean years of farming when many farmers had to buy equipment that was poor in quality because it was cheap. But today the farmer has money and is buying equipment of proved value—the sort he has always wanted because he knew it had the genuine value that made it cheaper in the long run.

The automobile is today part of the standard equipment of every farm. Cars of the best makes dot every country road. The farmer is considered by the auto salesman to be a most discriminating buyer. He is a man used to doing things himself, and not delegating jobs to others; his information is usually first hand, and he knows just what he wants.

It is because of the farmer's prosperity and their determination to get full

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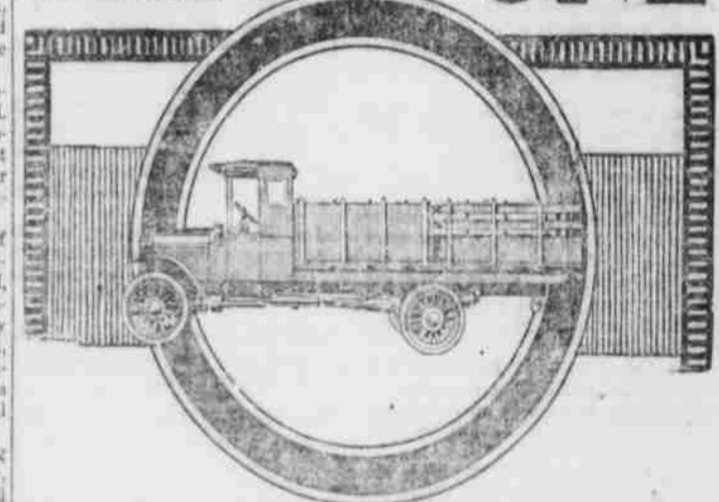
value for their money that the United States Tire company is looking forward to an enormous business this year in the agricultural sections. Back of United States tires stand the high traditions of the United States Tire company's great factories—Morgan & Wright, G. & J., Hartford, and Revco,—whose names have stood for quality in tires since the earliest days of the bicycle.

Continuing decline of deaths from influenza throughout the country is noted in the census bureau's health report. Deaths for the month totaled 3270.

Disturbances in China are due to Japanese agitation, according to Dr. Wang Ching Wai, who arrived at San Francisco Thursday from the Orient.

Vice Admiral William S. Sims, who is expected to arrive in New York from France next Sunday, is to be president of the naval war college at Newport, R. I.

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