

THE OREGON STATESMAN

Issued Daily Except Monday by
THE STATESMAN PUBLISHING COMPANY
215 S. Commercial St., Salem, Oregon

MEMBER OF THE ASSOCIATED PRESS

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published herein.

R. J. Hendricks, Manager
Stephen A. Stone, Managing Editor
Ralph Glover, Cashier
W. C. Squier, Advertising Manager
Frank Jaskoski, Manager Job Dept.

DAILY STATESMAN, served by carrier in Salem and suburbs, 15 cents a week, 50 cents a month.

DAILY STATESMAN, by mail, \$6 a year; \$3 for six months; 50 cents a month. For three months or more, paid in advance, at rate of \$5 year.

SUNDAY STATESMAN, \$1 a year; 50 cents for six months; 25 cents for three months.

WEEKLY STATESMAN, issued in two six-page sections, Tuesdays and Fridays, \$1 a year (if not paid in advance, \$1.25); 50 cents for six months; 25 cents for three months.

TELEPHONES: Business Office, 23.
Circulation Department, 583.
Job Department, 583.

Entered at the Postoffice in Salem, Oregon, as second class matter.

THE PACIFIC PERIOD OF COMMERCE APPROACHES.

Brigham, in his commercial geography, divides the history of commerce into four periods: The Oriental, the Mediterranean, the Atlantic and the Pacific.

The Oriental period had for its field the countries lying along the Nile, Euphrates, Tigris, Ganges, Indus, Yangtze and Hoangho rivers of the Asiatic continent. Strangely enough the main trade arteries of this period did not follow the course of these great river systems as might have been supposed, but the traffic was over land routes connecting the various countries. Pack animals and caravans were the chief carriers of trade and articles of light weight and small bulk and of high value made up large parts of the loads.

It is interesting to note that in recent years a trade route of great importance has been developed, using the Euphrates Valley as a focal point. It does not, however, cross this valley as formerly when the merchants of Egypt and the Mesopotamia countries traded with one another; but this new route follows the course of the river and thus gives Europe an outlet to Persia and East India. So valuable has this line of traffic become that the successful campaign of the British army along its course was a vital factor in bringing the Central Powers to the point of asking for peace.

The Mediterranean commercial period included in its field of operations the countries along the Mediterranean Sea, especially its eastern end, in addition to the regions touched by the land routes of the Oriental supremacy. Mediterranean commerce was mainly carried on by the use of ships as burden bearers and was characterized by the entrance of the countries of Southern Europe into active trading.

The Atlantic period was marked by the shifting of the leading maritime nations from the shores of the Mediterranean to the Atlantic coast of Western Europe, following the discovery of an all-water route to India and the founding of colonies in the New World. The bold mariners of the beginning of this period deserve everlasting credit for pushing their little boats out into the Atlantic—then an unknown and trackless waste of water. Portugal, Spain, England, France, Holland and the Hanseatic league of cities of Germany displaced Phoenicia, Greece, Rome and Venice, Tyre and Sidon as the leading commercial nations and cities.

And now has come the Pacific leadership in trade, of which Brigham says:

"The ascendancy, however, will not pass from the Atlantic to the old home of commerce. Should the Atlantic lose the primacy it will not move eastward, but westward. Every part of the Pacific shore line is now seeing a new development.

"About 1850, soon after the United States gained a firm foothold on the western ocean, growth began and is now rapid, not only in the three coast states of this country, but Alaska. Since the Canadian railway reached the Pacific developments have gone on by leaps and bounds on the western border of Canada.

"Ten Latin-American republics, with their new life, border the Pacific. On the south and west the story is the same, as shown by New Zealand, Australia, the East Indian Islands and Japan; and on the continental border of Asia, where China is struggling up into industrial and commercial strength and where Russia, with various vicissitudes, has established herself.

"Into this circle of nations the isthmian canal will open a way for the ships of Europe and of Eastern America. Such lands as the Western United States, Canada, all the Latin-American republics and Australia will increase in population, while Western Europe is approaching its limit. Should China finally arise to commercial activity it would mean the entrance into trade of a people as numerous as the entire population of Europe, supported by equal, or greater, natural resources."

That Brigham's prophecies, made a score or so of years ago, concerning the shifting of trade are certainly coming true is shown by the fact that, since he made these statements, the trade of Australia, New Zealand, Hawaii, the Philippines, Japan, Siberia, Alaska, Canada and other Pacific territory has vastly increased. And, at that, this trade has only begun its development. When we consider these possibilities, in the light of what has gone before, and of the promise opening out before us, we must realize the chances that are ours—if we make use of our opportunity and prepare for the great commercial developments of the Pacific period, which will be upon us before we know it.

In the development of this Pacific period of commerce, there will be brought into requisition every undeveloped resource of the great state of Oregon, and ultimately this state will double and treble and quadruple its population, and then double and treble and quadruple it again.

All our vast water powers will be used.
All the resources of our great forests will be utilized.
Intensified and diversified agriculture will increase many fold the productivity of our soil, and all the waste lands will be brought into use.

The next twenty years will see more progress along the Pacific coast than all the years of the past have witnessed; and then the Pacific period of commerce will be only just fairly opening into the vastness that the still more distant years have in store for it.

Practice 1919; that's easy.

President Wilson was 62 yesterday; that is, 62 years young.

Lloyd George wins in the British elections. The stormy petrel still rides the waves.

Along with the promise of the greatest of wheat crops goes the promise that the boys will be on hand to get it in.

The Sinn Fein party in Ireland is

FUTURE DATES.
January 6, Monday—State Federation of Labor convenes in Salem.
January 15 to 18—Automobile show.

proclaiming that country free. More troubles ahead. And the wide world will not sympathize with the Sinn Fein crowd.

They used to be known as the "weaker sex," but that was before the suffragettes, the farmerettes and other militant specimens of the eternal feminine. "Weaker sex," well!

With so many of the German states turning to a republican form of government, there ought to be a number of postoffices in sight for the hungry and thirsty Democrats over there.—Exchange.

TO VISIT MOTHER'S BIRTHPLACE

CARLISLE, England, Dec. 28.—This bustling railway center, where in olden times Briton and Scot often battled for supremacy, was busy today preparing to welcome President Wilson when he comes tomorrow to visit the girlhood home of his mother. Here and there the Stars and Stripes hang lazily in the smoke-laden atmosphere and an occasional merchant is decorating his shop window with tri-color ribbons. Decoration, however, is not general, for word has gone forth that the president desires his visit to be purely personal and informal.

BARROW TO MANAGE RED SOX.

NEW YORK, Dec. 28.—President Frazee of the Boston American league club announced here today that Edward G. Barrow had signed a contract as manager of the world's champion Red Sox for 1919.

MAY HONOR DRAFT BOARDS.

WASHINGTON, Dec. 28.—Legislation authorizing medals for members of army draft boards and state officials who helped administer the selective service law was urged today by Secretary Baker in a letter to Chairman Dent of the house military committee.

Never Mind the Pulmotor.

The Kaiser's "last breath" speech is full of hysterical gasps. The undertaker is just around the corner.—Philadelphia Record.

AVENUE MAY BE SOLDIER MEMORIAL

(Continued from Page 1)

went out from this community in the great cause so recently won," says Mr. Wiest. "Cities and states throughout the entire union are now considering numerous phases of this question.

"Liberty highways, triumphal arches, memorial amphitheaters and other monuments will be built, and 'victory trees' planted over the perpetuate the memory of the heroes of the great world war. Louisiana is planning to plant 440 miles of 'victory oaks' and other suitable trees along her great Jefferson highway. The more I consider the matter the more firmly am I convinced that Salem can do no less to keep fresh the memory of her sons than to plant a liberty grove of English walnut trees to the full length of the beautiful parking which now adorns the middle of Marion street from the Willamette river to the Pacific Highway at Capital street.

"In this portion of Marion street there are 16 half-blocks of parking, in each of which could be planted five trees 34 feet apart and 16 feet from either end. Thus the entire grove would consist of 80 trees. I would further propose that the nuts be gathered by the Salvation army and distributed among the poor and needy of this community at each Christmas time following the harvest. By such an accomplishment we would fulfill a three-fold purpose embodied in beauty, sentiment and utility; and I conceive of no more fitting way for us to keep years after the last survivor has gone, the memory of the deeds of heroism of our soldier and sailor lads.

"Many details have not yet been thought out; and I invite and urge free discussion of the subject in the press in order that the wishes of the people may be ascertained."

ENGLISH ELECTIONS

(Continued from Page 1)

Valera also was a candidate in the South Down constituency.

A prominent feature of the election is the comparative smallness of the polls compared with the number of registered electors. No figures are available yet as to what extent the army and navy have voted. The defeat of the Asquithians, especially the former ministers, in most cases can be attributed in part to split votes in three-cornered constituencies.

Not only has no coalition minister been defeated, but most of them were elected by extraordinary majorities. For instance, Premier Lloyd George's majority is about 12,000; Winston Churchill's 15,000, and Andrew Bonar Law's 13,000. Majorities well over 10,000 were quite common among the coalitionists. On the other hand, the pacifists were almost in every case ignominiously defeated by heavy votes. The rejected candidate

in this group included Philip Snowden, James Ramsay MacDonald, William C. Anderson (labor member for Attercliffe of Sheffield), Arthur Henderson, the labor leader, Robert L. Outhwaite (Liberal for Hanley), Frederick W. Jewett (labor member for West Bradford), George Lansbury, former Socialist member for the Bow and Bromley division of Tower Hamlets), and Charles P. Trevelyan, former parliamentary secretary for education).

Among the surprises of the election was the defeat of H. H. Asquith, the former premier. He is rejected in company with most of his ablest lieutenants, including Sir John Simon former home secretary; Reginald McKenna, former chancellor of the exchequer; Walter Runciman, former president of the board of trade; Herbert Samuel, former postmaster general; Charles F. Masterman, former chancellor of the Duchy of Lancaster, and others.

Labor fared worse than expected in the elections. They had expected to elect at least 100 members, whereas they have only approximately 75, of whom 10 are coalitionists. Even this is a much larger representation than labor has had in the old parliament.

BUYING A CAR.

As there are a good many makes of cars on the market, and a good many dealers claiming the particular car that they are selling is the best and only car, it is a difficult problem for the person who has no previous knowledge of a car to tell whether the car that appeals to him in looks will be a "pleasure and joy forever" or a source of trouble and expense.

In buying a car you ought to get one that will last you for several years and it will pay you to make a thorough investigation of the comparative merits of the different cars that appeal to you, and then decide to buy what you want, one that will meet your requirements, and to do that you will have to take all of the following points into consideration:

Reputation of the Manufacturer.
Buy from a manufacturer that has the reputation of making an "honest-to-goodness" car, a manufacturer that thinks as much of his reputation as of the money he can make, one who has been known to give full value for the money with a good serviceable, sturdy, dependable car.

Appearance of Car.
Select a car with possible lines, one that is well proportioned, trim and sturdy; it's a good car today and will be for several years. Avoid the freak for it will be a back number in less than a year.

New Models.
If you buy a car made by a manufacturer that brings out a new model every year, your car will be out of date in 12 months. Investigate every part of the car from the ground up.

Wheels.
Wheels should be in proportion to the size of the car, with tires large enough to carry the car and its average load, and give you from 4000 to 5000 miles, over ordinary roads (get this information from car owners as well as from the dealer) this will mean maximum service with minimum expense. As a matter of safety and service brake drums should be very large.

Axle and Propeller Shaft.
Note whether the car has a full floating rear axle, and if the axles and propeller shafts are fitted with Timken adjustable bearings.

Frame.
Frame should be of channel steel, well riveted and braced.

Body and Finish.
Make a thorough investigation of the finish. Find out if it is a finish that will respond to a good polish after it has been in use a couple of years, or if it is the kind that gets dull in a short time and has to be repainted. The only way to do this is to investigate the different cars that have been in use a couple of years and see if they will take a bright polish.

Upholstery.
Note carefully is the upholstery is genuine leather or imitation. Get the genuine leather if possible, but if you decide to buy one with imitation go and examine one that has been run one season and see how it looks; then you will know what to expect.

Motor.
Get all the information on this that you can; learn if it has two or three crankshaft bearings, examine the pistons and connecting rods and be sure to find out all about the oiling system, see if all parts are enclosed and protected from dust, take a look at the underside of the engine and see if there is any place that dust and

mud can collect. See how much power and speed the motor develops on the road, and how it takes the hills. Always try out different makes of cars on the same hills and roads with the same loads and going at the same speed.

Clutch.
See if the clutch is the late dry disc or the old style leather faced one.

Gears.
Ask the dealer to show you the gears and note the size; also see if the master gear is straight or spiral cut (spiral cut gears are much stronger and nearly noiseless); also find out how the gears stand hard service; ask owners if they have had to have any of them replaced.

The Starter.
The average electric starter gives more trouble than all of the balance of the car; investigate this very thoroughly and see that the car you buy has a powerful noiseless starter, one that can be depended upon. Get this information from car owners. Your car should have a starter that will spin the motor in any kind of weather.

Dealer and Service.
Investigate the dealer and his reputation (you can get this from the people that have bought cars from him); ask him to show you the parts he carries and quote you the price on them; see what kind of service station he has, and find out from the owners of the cars he sells what kind of service he gives, and what kind of mechanics he employs.

Find out if the car you contemplate buying is represented in all parts of the United States and Canada, as you may want to make a trip over considerable territory, and you will find it very convenient to be able to get service wherever you go.

See if the car you expect to buy is a one model car or if it is one of a dozen models made by the same company. A dealer handling a make of car in which there are several different models is handicapped when it comes to giving real service because it is impossible for him to carry parts enough to take care of several different models, whereas if it is a one model car the dealer can carry a sufficient stock of parts to give real service.

Cost of Upkeep.
The only way to arrive at the average cost of upkeep, and the trouble to expect is to ask the following questions from the owners of the car you expect to buy:

How long have you had your car?
What has been your cost for repairs in that time?
How many miles have you driven?
What kind of roads?
What kind of loads?
Has the starter given you any trouble?
How many miles do you get to the gallon?
How many miles do you get out of your tires?

Prices Present and Future.
Those manufacturers who raised their price according to the advance in the price of labor and material will not be able to reduce their price until such time as labor and material are reduced. Those who took advantage of the war and the scarcity of cars to inflate their prices away beyond the legitimate advance in the cost of manufacture will undoubtedly be obliged to reduce their price; in fact, several of them have done so already. They had advanced their prices about 60 per cent and have since reduced it about 20 per cent, so do not be misled by the manufacturer that has reduced his price, for it shows beyond a doubt that he was profiteering, for there has been no reduction in the price of either labor or material.

If you make the investigation as carefully and thoroughly as I have recommended you ought to get a car that will give you good service and satisfaction.

—H. F. Bonesteel.

WE ASK YOUR CO-OPERATION

The rush of business lately we have experienced in the afternoons has made it impossible to give our patrons as prompt a service as we wish to render.

In the forenoon we are in a position to wait upon you more promptly and give you more of our attention.

Geo. C. Will

PIONEER MUSIC DEALER OF SALEM

432 State St., Salem, Oregon

BITS FOR BREAKFAST

The beautiful rain.

So say we native webfeet.

Legislature in two weeks from tomorrow.

Paris feels more encouraged now.

There is a prospect of the peace council getting down to business soon. The people of the United States should agree with Paris, that the thing should be threshed out as fast as possible.

Herbert Hoover is a good quaker; but he will be excused for giving those two German commissioners his compliments and telling them to go to hell. The provocation was great. They were German food administrators in Belgium, and they stole trainloads and shiploads of food that the outside world had sent through Mr. Hoover to the starving people of Belgium; and they committed every imaginable outrage against honesty and decency. No wonder Mr. Hoover refuses to treat with those high-binders now. If ever criminals deserved to be hanged as high as Haman, those culprits surely do.

Councilman W. A. Wiest has a plan to set out walnut trees on the parking on Marion street, as a memorial to the American soldiers who have fought in France. The initial cost would not be great. The idea would be, after the trees came into bearing, to gather the nuts each year and have them distributed to the needy—and there will probably will be, for it is written that we shall always have the poor. Anyway, we will always have the relatively poor; and we will always have the children

The idea would serve three purposes—first, a memorial to the brave men; second, a scheme for beauty for the city; third, a gratuity to the poor of the children of the future. Why not adopt the idea, and get behind it?

EDITORIALS OF THE PEOPLE

Monkeys and Other Things

Editor Statesman:
Won't you write an editorial about this Wilhelmina Doerfler case picture business? It's a pity that old pioneers like the Doerflers have to be so belittled because they have a German name. If the Kaiser and the president were side by side, it is any more than every paper in the country has done in printing the two in the same issue? And won't you say that it would look better for the royal family of England to leave off their \$15,000.000 dishes when Wilson calls, especially when they are fit to borrow so much from some of us who are thankful to have 15 cents worth of soup for dinner. And I think royalty acted like monkeys "walking backward, waving wands and making obeisance before the president." (See Morning Statesman, first page.)

But maybe, Mr. Editor, your policy of silence is best, for we don't care to get disliked, do we? So you needn't write it.

Subscriber.

Salem, Dec. 28.

THINGS THAT NEVER HAPPEN

By GENE BYRNES

