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MANY REASONS, AND A FATAL DEFECT

There are many reasons why there must and will not be government ownership of railroads in the United States.

First, it would give poor service.

Second, it is too expensive.

Third, it would breed favoritism.

There are many others—but the above three will do for the moment.

The proof of the first statement is found in the present government control of the railroads of this country. And it is found in the poor service, comparatively, of every railroad system of the world under government ownership or control.

The proof of the second statement is also found in the high passenger and freight rates in this country, which must be still further increased if the railroads are to be kept out of bankruptcy and allowed to keep up their properties and build necessary new lines and tracks and terminals.

The third statement scarcely needs proof. For political reasons, lines would be built where there is not sufficient business to justify their construction. It has so worked out in Australia. And in every other country where the governments own the railroads. There would be favoritism shown in service and rates, too, for the same reason.

As to the fatal defect in the proposition of the great brotherhoods, or unions, for "tripartite" management under government ownership, this will suggest itself to any thinking man.

It is this:

There would be no one to stand the losses.

No one but the public.

No way except through taxation.

Wages would mount higher and higher.

Human nature would not change over night.

Given the power, the unions would exact more and more.

They would not stand the losses.

They would be ready to share the profits, if there were ever any profits.

But they would utterly balk at sharing the losses.

These would be saddled onto the general public, in increased taxes, or in enhanced passenger and freight rates.

This is a fatal defect.

It makes the proposition of the brotherhoods fantastic; visionary; impractical; Bolshevik.

That fatal defect, that imperfection in poor human nature, makes the proposition absurd; dangerous, if there were real danger of its adoption.

Further, it would build up an oligarchy in this country that would out-Czar any Czar ever known.

It would turn over all the powers of government to a few men. There would be a select few Lenines and Trozkys in America. It would make a Frankenstein in America.

The monster would run amuck in a prosperous and progressive land made a wilderness.

But the people of the United States have not lost their reason. They have not deserted their ideals. They have not abandoned their traditions of a government of and by and for the people, and the whole people, and not a select few, or a favored class.

In short, we haven't all gone crazy—yet.

The United States Senate is realizing the Wilsonian slogan of "open covenants openly arrived at." It is getting all the facts and stripping the coverings from all the motives. But in the mean time it is delaying the final proclamation of a condition of peace, which the world so sorely needs. Better, far better, would have been a prompt ratification, without reservations, or with all the reservations that have been suggested by the leading statesmen of this country.

The high cost of living has no friends, any more than Hardboiled Smith.

There is no rest for the weary congressmen—and no recess vacation in sight. They have their work cut out for them.

The trouble is, nearly everybody is a profiteer under the skin. It is

only that a great many lack opportunity. Aye, there's the rub.

Japan is the Uriah Heep of the Allies. Uriah was the man who was very 'umble, but was afraid that others not so 'umble might get the start of him.—Exchange.

It looks as if there might be a movement in Washington among the

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propagandists to keep the propagandists on their job, of course, at a fair salary. Will the war ever be over?

There is not going to be any government ownership of railroads in this country. The American people, in the language of Josh Billings, have already had "2-mutch."

Tripartite management of the railroads would not be so bad if it could be tripartite. But it would never be. The heads of the big brotherhoods would look out for this. They would not elect themselves czars with the idea of giving up any of their prerogatives.

Who won the war? That is easy. We should say the Americans, French, British, Canadians, Italians, Belgians, Japanese, Serbs, Rumanians, Australians and patriotic Russians. Is there not glory enough for all? America did a noble part, of course, but she did not do it all. Let us be fair in the distribution of the honors.

The high cost of living is at last commanding the attention of congress. It has been pestering the common folk for a long time. The average congressman is a good deal like the fellow who rides backward in a railway car—he doesn't see the scenery until he gets by it.—Exchange.

They are getting a very long and a very deep hole in the ground, down at Trade and South Commercial streets, for the south foundation of the main machinery building of the new paper mill. That machine, the largest ever made of its kind, will be heavy, and it will have to be well anchored, down to the bedrock.

If the ex-kaiser is taken to the tower of London he will have been preceded by a distinguished company. Call the roll: The boy princes who were murdered as they slept; Sir Walter Raleigh, Henry VI, Sir Thomas More, the Earl of Suffolk, the Duke of Buckingham, Anne Boleyn, Bishop Fisher, Thomas Cromwell and the conspirators in the Guy Fawkes gunpowder plot; Lady Jane Grey and many others who boasted the bluest of the blue blood.

BLIND JUSTICE.

Army officers who investigated the operation of courts-martial during the war made the report which could be reasonably expected of them.

They said the system was all right but because of the ignorance or inexperience of the personnel of these military tribunals grave mistakes in justice were frequently made.

Apparently the green and untried men were given the preference in the make-up, according to the volume of protests which reached the light.

There might at least be regulations concerning evidence and punishment that would give some justice a show even at the hands of the unskilled and incompetent.

The work of the courts-martial in the training camp appears to have done more than anything else to unpopulize the army with the dough-boy.

Justice is pictured as blind, but not as blind as a bat.

ROCKEFELLER LUCK.

Somebody down at Whittier, Cal., wanted to telegraph to John D. Rockefeller asking him to please come and tame his coyote.

This coyote seemed to be raging worse than any wild cat he ever had in his private zoo.

The Rockefeller folks are about the only ones who can take a cork-screw and bore a hole in the top of a rugged hill and strike a ten-thousand-barrel gusher. That's what this coyote is—the name of an oil-spouter—and the neighbors have had to move back a few miles to give it breathing room. "Them as has, gets."

Rockefeller needs oil less than the most of us and yet he has more of it than any man in the world. He could run a gimlet into the ground at State and Commercial streets in Salem and strike a salad dressing that would be worth a thousand dollars a barrel at Hotel Marion.

Just now this coyote is his champion performer. As a spouter it has William Jennings Bryan quite faded away and it shoots so high in the air that it can be seen for miles

around. Most folks down near Whittier daren't hang out their washing because of the oil spray that blows for miles when the wind is active. The stuff is said to be fine for the complexion, but nobody seems to be crazy about it. The oil itself was running down the canyon like a little river and was caught in a dirt reservoir or sump from which most of it could be pumped and saved. You can figure on Mr. Rockefeller saving his oil.

If all the oil from this coyote could be turned into gasoline to flow for seven days would be enough to run one of Henry Ford's tin road rabbits eighteen times around the world. By that time Lizzie would be ready to retire. Meanwhile it needed more than a dentist to plug up this coyote and more than a bronchobuster to rope and tie it. Maybe Mr. Rockefeller will have to come himself with his monkey wrench before it is thoroughly tamed. And while he is out here, if he does come, there should be an invitation extended on a gold plate bidding him to come to Oregon and bore a few holes.

We need oil in Oregon to make gasoline for our flivvers. It is here, too, without a doubt; and it is only necessary to get the right sort of wizard with the right sort of a gimlet to tap the streams.

THE WORLD DO MOVE.

County authorities are actually investigating a colored lynching in Texas. This is distinct evidence of progress along humanitarian lines.

DOWN TO THE BONE.

The most unkindest cut of all is the sad circumstance that the packers have a monopoly of the bone collar-button industry of our beloved country. No wonder the consumer gets it in the neck.

TRUST BUSTERS.

It is intimated from the office of Attorney General Palmer that trust-busting will be resumed in October.

Next to bull-baiting this is about the most violent pastime common to America. It was held up to a large extent by congress during the war, but now there is said to be not only an occasion but a demand for a return to the game. The case already existing against the alleged steel combine has been set coincident with the opening of the supreme court in October. The department is also looking over the evidence taken by the federal trade commission in its inquiry concerning the affairs of the packers. These two industries alone would seem to offer plenty of occupation for all the hammers, augers and searchlights in the department.

BITS FOR BREAKFAST

More like summer.

There are a lot of peanut stands in the United States.

And peanuts are too high. The government ought to take them all over, and manage them under a "tripartite" agreement.

And make it good and tight, for the people ought to be protected in the right to buy peanuts at proper prices.

They had a cave-in Monday night down where they are digging the foundation for the machine room of the paper mill. Good thing it was at night, or several good men might have been buried alive. There are people on your list, who "never would be missed," whom you would like to see buried—the kaiser among them.

MOTHERS TO BE

Should Read Mrs. Monahan's Letter Published by Her Permission.

Mitchell, Ind.—"Lydia E. Pinkham's Vegetable Compound helped me so much during the time I was looking forward to the coming of my little one that I am recommending it to other expectant mothers. Before taking it, sometimes I suffered with neuralgia so badly that I thought I could not live, but after taking three bottles of Lydia E. Pinkham's Vegetable Compound I was entirely relieved of neuralgia. I had gained in strength and was able to go around and do all my housework. My baby when seven months old weighed 19 pounds and I feel better than I have for a long time. I never had any medicine do me so much good."—Mrs. PEARL MONTAN, Mitchell, Ind.

Good health during maternity is a most important factor to both mother and child, and many letters have been received by the Lydia E. Pinkham Medicine Co., Lynn, Mass., telling of health restored during this trying period by the use of Lydia E. Pinkham's Vegetable Compound.

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Have you received your Free Fly Swatter Yet?

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them. But none of the fellows who are digging that foundation.

The men out at the fair grounds who train race horses look over at Olcott aviation field with a cynical turn of the lip. They are thinking: "What is this world coming to, when there are people who would rather see an airplane cut didos in the sky than to watch a real, honest-to-goodness horserace?"

Obviously, some of the opponents of the league just heard of it yesterday.

A lot of "weasel words" in the defamation of the covenant of nations.

With the tax about to be removed from ice cream and soda water we may be happy yet, you bet.

Thank heavens, the profiteers in Rumania are getting theirs. Sugar is now down to a dollar a pound in that country.

The secret is out. Edsel Ford was so busy keeping the profits of the Ford company down to \$60,000,000 that he did not have time to go to war.

Black, red and gold are the colors of the new German government. The gold possibly represents the money Germany must pay as a fine for bringing on the war.

Dr. Karl Muck says he does not care to return to Germany and there is no law to compel him to do so. The trouble with Karl is that there is no big money conducting an orchestra in Tontondom and Muck needs the money since his internment at Fort Oglethorpe.

\$1,000,000 IN BONDS AWARDED

Seattle and New York Concerns Pay State \$991,500 for Big Issue

PORTLAND, Or., Aug. 5.—With a bid of \$991,500 Carstens & Earles of Seattle; William Compton, the Bankers' Trust of New York and the Northern Trust Company of Chicago, were awarded the \$1,000,000 of highway bonds for which bids were opened at a meeting of the highway commission at the court house this morning. The other bidders and their bids were:

Blodgett & Co., A. B. Leach & Co., and Rollins & Sons, New York, \$983,000; Lumbermen's Trust Co., Portland and the Continental Trust & Savings company, Chicago, \$986,600; National City company, New York, \$974,500; Clark-Kendall company, Portland; Seattle National bank and Keene-Taylor company, New York, \$985,762; Freeman Smith & Co., Guarantee Trust company and William Solomon, New York, \$985,600 and Union Trust company of Spokane, \$998,500.

Bids were opened for the following highway projects and they will be tabulated and contracts awarded tomorrow: Baker-Haines section, 9.7 miles of grading and macadam; Corvallis-south section of the west

side, 7.95 miles of grading and paving; Astoria-Seaside, 14.8 miles of paving; Rainier city sections, 0.9 miles of grading; Bend-Jefferson 23.9 miles of grading; Roseburg-Willbur 5.3 miles of macadam; Yoncalla, 2.7 miles of grading and 5.8 miles of macadam; Canyonville-Myrtle Creek, 9.8 miles of grading; Canyonville-Galesville, 11 miles of surfacing; Stage Creek Pass-Wolfe creek, 4.5 miles of macadam; Walker-Cottage Grove, 3 miles of macadam; Divide-Douglas county section, 1.36 miles of macadam; Salem-Brooks, 4.16 miles of paving; Athena-Milton, 11.8 miles of paving; Lone Pine-Hot Lake, 3.9 miles of macadam; The Dalles-Three Mile creek, 2 miles of paving; Butte creek, 9.5 miles of grading; Forest Grove-Gaston, 6.7 miles of macadam; Yamhill-Gaston, 7.92 miles of grading.

The controversy between roller-men and stationary engineers union and the several of the paving companies over wages will be heard by the commission before it adjourns, and it is believed that a compromise will be reached.

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PORTLAND WILL GOVERN FLYERS

City Ordinances to Be Enacted Regulating Night and Day Traffic

PORTLAND, Aug. 5.—Portland may be one of the first cities in the country to enact an ordinance regulating air traffic, for both night and day flying, and to establish city regulations to pass upon the competence of commercial fliers and to license them. It was stated today.

It was found that Milton R. Klepper, president of the Aero club of Oregon, had been working on such laws for the state as well as the city

and was just rounding out the legal corners of his work in readiness for its submission. This was brought out at a special conference yesterday between City Attorney LaRoche and Oregon's two army forest patrol aviators, Lieutenant E. C. Kiel and Sergeant Frank McKee.

As a protection to passengers and commercial interests, every flier licensed by the city should have at least 200 hours in the air, according to Lieutenant Kiel. He should be given simple tests in flying by some aviator of long experience in instructing as well as flying.

"It would be hard to establish air lanes over the city," advised Lieutenant Kiel. "However, a flier should be required to remain 4000 feet high while over the heart of the city in order to have plenty of space to right his machine and make a careful landing in case something goes wrong."

WHAT IS NATUROPATHY?

Naturopathy is a system of treating disease without drugs by the use of any and all drugless, non-surgical methods. It is based upon the theory that the body itself contains within itself all of the chemical elements, except such as may be obtained from food, necessary for the cure of disease; and that, because of this quality of the body, if the causes of disease are removed, nature restores the body to health.

DR. A. SLAUGHTER

Naturopath

210 U. S. National Bank building. Phone 110.

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THOSE features of the United States National Bank enable us to serve the commercial banking needs of patrons both at home and away from home. In territories where we cannot personally look after a client's interests—we have correspondent connections which CAN.

Consultation with our Officers invited at all times



United States National Bank

Salem Oregon

FUTURE DATES.

August 14, 15, and 16—Elks state convention at Klamath Falls.
September 22-27—Fifty-eighth Oregon state fair.