

THE OREGON STATESMAN

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GREAT ISSUES ARE AT STAKE

Exports from the United States for July dropped to \$570,000,000, or \$350,000,000 below June, the record month.

Some drop, the reader may remark. And imports rose to \$345,000,000, the largest on record.

Europe is getting upon its feet once more.

And Europe is going after the South American and Central American trade, too.

Competing with the United States, with a kind of competition we cannot meet, owing to our high wage scales.

The "Bulletin of the American Chamber of Commerce of Colombia" for July, of which body Isaac A. Manning of Barranquilla, Colombia, is president, has the following suggestive paragraph:

"Great effort is being made by European interests to re-establish their ante-war position in Colombia. Unfortunately all competition is not confined to legitimate rules of trade, and this Chamber of Commerce has been informed of a number of sales of European cotton goods, especially, at prices far below the actual market and with almost unlimited credit time. Very large freight and passenger carriers are preparing to bring European merchandise to South America, and especially to Colombia, at very low rates of freight," etc.

Mr. Manning was at two different periods city editor and managing editor of The Statesman. He is familiar with conditions in Central and South America.

What are we going to do about it?

One thing certain, we are going to lose out in both the foreign markets and in our home market, unless we have the right kind of statesmanship on guard at Washington.

Unless we have a protective tariff.

Unless we encourage our foreign shipping and foreign trade in every legitimate way.

Great issues are at stake, right now.

While our Senate is going around in a circle, listening to the tommyrot of such false alarms as Borah and Reed, and while Congress is mainly investigating the lavish expenditure and prodigal waste of the Democratic administration during the war, Europe and Asia are busy getting the foreign markets our country could have with the exercise of brains and enterprise; and they are busy, too, getting hold of our home markets, selling goods at prices below their cost of production in the United States.

Everybody knows by this time that money was worse than thrown away, by the Democratic administration, during the war—billions of it.

But spending more money in junketing investigations will bring none of it back.

The money is lost; gone beyond recovery.

But opportunities to make more money, and to save our great prosperity, are here, now.

And they will not remain with us unless we show ordinary common sense in our political and governmental affairs.

One thing sure:

Our country should flee from another Democratic administration as from a pestilence.

We have had enough for a generation—till the failures of this one are forgotten.

IN RESTRAINT OF TRADE

The following is a paragraph taken from the current weekly financial letter of Henry Clews, the Wall Street authority:

"The quickest and most effective way to put an end to the present strikes is for Congress to apply the provisions of the Sherman anti-trust law in relation to the formation of combinations, for, when employees strike, they certainly operate in restraint of trade. If the power to strike were taken from labor and it was superseded by boards of arbitration, all questions between capital and labor could be amicably settled without creating the unsettled conditions that now prevail."

Gompers says he will help the striking actors. Again, we should worry.

The high cost of junketing investigations is adding to the high cost of living.

The crown prince says he is willing to be tried in the United States. There is room for argument as to whether this is a knock or a boost.

Radical new economy measures in the cost of government in Great Britain are on the way. Will our members of the two houses of congress please take notice.

Salem will become a city of 50,000, and that before long, if she will simply keep on keeping on, doing the things she is already doing, and doing them on a continually large scale.

There is a great shortage of school teachers in most Oregon counties. What are the back districts to do, where teachers cannot be had for the funds available? It is a really serious situation in many Oregon school districts.

Bumper grain crops over a great part of Europe are news of the very best sort and may be the saving of many lives. Nor should there be regret that soviet Russia shares in this bounty of nature, for of its \$5,000,000 or more people there are few in-

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be low. With all profiteering, even with all profits eliminated, the cost of living would be high. Cheap money begets extravagance which, added to the increased cost of things that cheap money must buy, makes intervention of causes with which economic conditions have nothing to do. Prosecution may wipe out some measure of the profiteering, but it will not change prices from the levels that are established by economic laws. Don't think it, for there is bound to be pain of disillusionment.—Fort Wayne News.

POURING MONEY DOWN SINK.

What should be the attitude of a citizen toward his government? I am a citizen, and taxes are very high. I note that the government lately spent \$700,000 in an experimental ocean flight which amounted to nothing whatever in practical results. I note that the government is establishing lines carrying mail with airplanes, when weather permits, and expending tremendous sums foolishly. I do not believe in these things. Have I a right to complain, being a taxpayer and voter? I never pick up a newspaper that I do not note similar unwarranted extravagance, although the country is almost bankrupt. The king and queen of Belgium are coming shortly to be the guests of the president and his wife. There will be an enormous bill for their entertainment. It seems to me that in the present emergency we should cut expenses to the bone and try to get our affairs on a sane basis again. But instead of that we are spending as foolishly, as unnecessarily, as we did when the war furnished some sort of excuse.—Ed. Howe's Monthly.

THE RAILROAD ISSUE.

Purchase of the railroads, under the classified workmen to represent ed, involve the issuance of at least \$20,000,000 in 4 per cent bonds, a sum which comes not far from duplicating the net war debt. Management of the railroads would be in the hands of a board of 15 persons, five appointed by the president to represent the public, five elected by the operating managers to represent the executives and five elected by the classified workmen to represent the employees. The principal objection to these details, aside from the economics of the plan, is that the government, the real owner of the lines, has only five directors out of a total of 15, leaving control in the hands of the executives and the classified employees who have comparatively no financial responsibility whatever.

They, however, fix their own compensation and will be certain of their wages, no matter whether the railroads show a profit or not. And, in addition, they share equally with the government in all profits in excess of 5 per cent of the operating revenue.

This, in brief, is the plan upon which the brotherhoods and their allies will go before the voters of the country in the 1920 campaign, asking the election of candidates, upon whatever ticket they may be nominated or whatever may be their political predilections, who will promise to support the plan and assist in securing its adoption.

There are 45,000,000 wage earners in the United States, according to the last census figures and subsequent conservative estimates. Nationalization of the railroads will directly benefit about 2,000,000 of them. What of the remaining 43,000,000?

Who assumes the responsibility for the \$20,000,000,000 bonds issued for the purpose of purchasing the roads, and in the event that the roads do not earn sufficient profits under the proposed tripartite management, to meet the \$800,000,000 interest due annually, who makes up the deficit in taxes? Is the entire body of 45,000,000 taxpayers willing to shoulder this additional burden in order to place 2,000,000 of their number beyond the reach of want or care?

There would be losses, of course. Human nature would not change overnight.

The employees, having the power, would demand higher and higher wages.

This would make losses certain. And the public would have to meet the losses in higher taxes.

Either that, or higher freight and

passenger rates would be necessary. It is conceivable that rates might be forced so high that the people would protect themselves more and more by motor transport, by water transportation, by automobile passenger travel, so that the railroad business would be utterly ruined, or at least brought to such a pass that no new lines could be built, and no new facilities added.

THEY'LL TRY TO GET HIM.

First thing you know King George will be asking the league of nations for an injunction against the moving-picture companies of America, restraining them from tempting the Prince of Wales with a big salary.

IMPAIRING MEXICO'S SOVEREIGNTY.

The editor of a Mexican paper declares that "once the United States decides to intervene in Mexican affairs our sovereignty would be impaired." It might be pertinent to inquire what brand of "sovereignty" Mexico possesses which could possibly be "impaired."

BITS FOR BREAKFAST

Telephotographs.

What are telephotographs.

They are pictures sent by wire.

And The Statesman is to get part of its pictures by wire just as it gets part of its news by wire.

This service will begin about the first of September, and readers will be surprised at the wonderful completeness of it.

W. C. Knighton, the architect, is finishing the plans and specifications for the new office building of the Salem Water company, to be erected immediately at the corner of Trade and South Commercial streets—opposite the present office occupied by the company; which is to be used by the new paper mill people, who now own that property. The new office building to be erected will be a neat and convenient structure, of one story and basement.

Tell the world that around Salem, Oregon, there are thousands of acres of land that can be made to produce annually more than the present prices of the land—which is a fact—and it will not take long for intensive cultivation to people our surrounding country with a population as dense as that of Belgium, and much more thrifty. "Tell it to the world," and the consummation will come about as naturally as the rising and setting of the sun.

"Thelma Individual" Chocolates—Made in Salem, 5c everywhere.

SCHEDULE OF WILSON TRIP IS MADE PUBLIC

(Continued from page 1)

middlewest, at Columbus and Cincinnati and St. Louis.

While the itinerary was not completed tonight, it was regarded as certain Mr. Wilson would speak in Sioux City, Ia., Minneapolis or St. Paul, Minn.; Bismark, N. D.; Billings and Helena, Mont.; then swing down the Pacific coast states, and after reaching San Francisco, come home by the southern route, making addresses on the return.

Senate's Stand Is Cause Under the present plans of senate leaders, Mr. Wilson's departure will follow closely submission of the foreign relation committee's report on the treaty and his appeal to the country for ratification will be coincident with senate debate on proposed amendments and reservations.

Just how far the senate developments have influenced the president's plans is not revealed, but it is known that he frequently has discussed his proposed trip with his advisors in connection with the senate situation.

In the opinion of some senators on both sides of the treaty fight, the aggressive stand taken by the committee in adopting textual amendments to the treaty has provided a definite issue which may have had some connection with announcement of the president's plan.

M'ADOO IS ACCUSED

(Continued from page 1)

of the manner in which he carried out the division's affairs. The captain said Disque sold soldiers into "peonage."

Turner declared the company he commanded was sent to work for a logging company north of Seattle and during the whole spring and summer of 1918 said he and his men worked on commercial timber and that no airplane spruce was logged by his men during the whole time.

Favoritism Alleged. Favoritism was shown in the selection of officers in the spruce division," Captain Turner declared. He said a brother of Colonel C. P. Stearns, present head of the spruce

production corporation, was promoted to a captaincy after a few months' service.

"When Captain Stearns was put in charge of one thousand men in the Lake Pleasant district, the morale of the spruce division broke down," Turner said.

Dr. Henry Suzzalo, president of the University of Washington, who was prominent during the war in the work of the state council of defense took the stand and told the committee of the council's successful fight to get the eight hour day for the spruce workers.

Mr. Carrigan was the last witness called in the inquiry and tonight the committee members were preparing to leave for Portland where hearings will be resumed. They plan to take the midnight train from Seattle.

FURTHER BIDS TO BE CALLED

Road Construction and Bridge Building Scheduled by Commission

Bids will be opened by the state highway commission at a session in Portland on September 9 for the construction of a total of 25.6 miles of paving and 55.4 miles of grading and macadam, also for the building of a number of bridges.

Plans, specifications and the form of contract may be inspected at the office of the state highway engineer at Salem. Also the plans and specifications for work in Sherman and Gilliam counties may be inspected at the office of Mans and O. Bennett, division engineer at Pendleton, and plans and specifications for work in Klamath county may be examined at the office of Earl Withycombe, division engineer at Klamath Falls.

Bids will be opened on the following jobs:

Road Construction. Columbia county—Scappoose-Deer Island section, Columbia River highway, paving 10.8 miles.

Clatsop county—Unit No. 1, Astoria-Seaside section, Columbia River highway, paving 5.1 miles; Unit No. 2, Astoria-Seaside section, Columbia River highway, paving 9.7 miles.

Gilliam county—John Day River-Hallock section, Columbia River highway, grading and macadam, 15 miles.

Hood River-Mosier section, Columbia River highway, macadam 6.4 miles.

Klamath county—Klamath Falls-Albion section, The Dalles-California highway, grading and macadam 12 miles.

Lane county—Walker-Cottage Grove section, Pacific highway, macadam 3 miles.

Sherman county—Columbia River highway across Sherman county, grading and macadam 14 miles.

Yamhill county—McMinnville-West Dayton section, West Side Pacific highway, grading, 5 miles.

Bridges. Polk and Yamhill counties—Three bridges and two culverts on the Amity-Holmes Gap section of the West Side highway, requiring approximately 300 cubic yards class "A" concrete in culverts; 50,000 lbs. reinforcing steel; 300 lineal feet concrete handrail and 600 lineal feet wood piling.

Lane county—One 40-foot R. C. bridge on Crow creek near Junction City on the Pacific highway, requiring approximately 118 cubic yards of concrete; 11,124 pounds reinforcing steel; 91 lineal feet concrete handrail and 160 lineal feet of timber piling.

Douglas county—One C. C. bridge on the Pacific highway over Sand creek near Leona, requiring approximately 223 cubic yards class "A" concrete; 35,000 pounds reinforcing steel; 226 lineal feet handrail.

H. L. Pittcock Estate Valued at \$7,894,778

Figures covering the appraised valuation of the estate of the late H. L. Pittcock of Portland were received at the office of State Treasurer Hoff yesterday and show the net amount on which inheritance tax will be paid is \$6,815,345.80. The summary shows real property valued at \$2,330,869 and personal property valued at \$5,563,909.53, a total of \$7,894,778.33. Deductions allowed total \$1,079,432.53 leaving a net figure of \$6,815,345.80. The inheritance tax as announced yesterday will be \$226,326.80.

OLCOTT BACK FROM JAUNT

Everything East of Oregon Sere and Dry and Home Valley Looks Good

Governor Olcott returned to the state capital yesterday after an absence of two weeks during which he attended the National Governors conference at Salt Lake City and with other state executives toured Yellowstone National park as a guest of the state of Utah and Governor Barker of that state. Governor Olcott says about 20 of the nation's governors were present, many being kept away by industrial conditions.

Among important actions taken at the convention Governor Olcott mentions the formation of the league of public land states and the appointment of a committee to wait upon President Wilson and Attorney General Palmer relative to the high cost of living. For purposes of settlement the league of public land states will endeavor to secure an allotting to the states of all government unserved and unappointed lands in the respective states. Governor O. A. Larrazola of New Mexico is chairman of the league and E. E. Young of Santa Fe, chairman of the soldiers' settlement board of New Mexico, was made secretary and treasurer. The committee named to interview

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ADVICE ABOUT PRICE OF SHOES

The warring nations have bought vast quantities of American leather, leaving a shortage in this country which means that prices have advanced double and more. Substitutes are being used, but NOT in Pla-Mates. It pays to buy quality, particularly in children's shoes.

SOLE AGENTS

Bootery

House of Pla-Mates

the president and attorney general concerning the high cost of living consists of Governors Stewart of Montana, Campbell of Arizona, Burnquist of Minnesota, Cooper of South Carolina, Sproul of Pennsylvania, Milliken of Maine and Gardner of Missouri.

The governor was accompanied by Mrs. Olcott. Commenting on the trip, the governor said: "All places east of Oregon looked very dry, and the green of western Oregon looked mighty good to us."

Four Hundred Thousand in Bonds is Certified

Certification of \$400,000 of Warm Springs Irrigation district bonds was made yesterday by the secretary of state's office. The certification is under a law passed in 1917 and amended in 1919 making this class of securities a legal investment for trust funds and for the funds of insurance companies, banks, trust companies and bonding companies, or funds which may be invested in municipal, county or school district bonds.

The issue certified yesterday is in addition to a previous issue of \$750,000 in Warm Springs bonds. The district has applied for state guarantee of interest for five years, but this application has not yet been passed upon.

The district is located in Malheur county with headquarters at Vale covers 30,000 acres of irrigable lands in that county. Former State Engineer John H. Lewis is engineer-manager for the district. C. C. Mueller, county treasurer and ex-officio treasurer of the irrigation district, presented the bonds for certification.

Post-office Clerk (in a country office in the west of Ireland)—How your letter is over-weight. Clerk—Over what weight? Post-office Clerk—It's too heavy; you'll have to put another stamp on it. Clerk—Oh, get out wid yer fool. Sure, if I put another stamp on it, won't it be heavier still?

Movie Theater Managers to Grant Demands of Musicians

PORTLAND, Or., Aug. 27.—Motion picture managers will accept the demands made by the Theatrical Federation of Portland and vicinity with the proviso that the part demanding the employment of a certain number of musicians be withdrawn.

This announcement was made today by the theater managers. It was said that should the musicians demands be withdrawn an orchestra will be installed in Portland within the coming year.

Benson Wants Case Set in Portland Tribunals

In a letter to Secretary Roy A. Klein of the state highway commission Chairman S. Benson of the commission urges that he make an effort to have the case of the city of Riddle, Douglas county, against the highway commission and others transferred to the circuit court for Multnomah county or to any point in the state other than Roseburg. Chairman Benson encloses a copy of the complaint served upon the com-

Returned

SOLDIERS & SAILORS

THE STATESMAN has an opening for a few live returned service men to make

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Cheap stock, hay-baler presswork, with the added ignominy of amateurish composition, never gets a printer out of his old rut.

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