The Oregon Statesman

Issued Daily Except Monday by
THE STATESMAN PUBLISHING COMPANY
215 S. Commercial St., Salem, Oregon
(Portland Office, 704 Spalding Building. Phone Main 1116)

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
Frank Jaskoski.....Manager Job Dept.

DAILY STATESMAN, served by carrier in Salem and suburbs, 15 cents a week, 65 cents a month.
DAILY STATESMAN, by mail, in advance, $6 a year, $3 for six months, $1.50 for three months, 50 cents a month, in Marion and Polk counties; outside of these counties, $7 a year, $3.50 for six months, $1.75 for three months, 60 cents a month. When not paid in advance, 50 cents a year additional.
THE PACIFIC HOMESTEAD, the great western weekly farm paper, will be sent a year to anyone paying a year in advance to the Daily Statesman.
SUNDAY STATESMAN, $1.50 a year; 75 cents for six months; 40 cents for three months; 25 cents for 2 months; 15 cents for one month.
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
Society Editor, 106

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

SALEM OUGHT TO BECOME THE WESTFIELD OF OREGON, THE CHAUTAUQUA GRAPE BELT OF THE PACIFIC COAST

The above words constituted the heading of the leading editorial of the Salem Slogan issue of The Statesman of a year ago—

And they are reproduced now for the purpose of reaffirming the statement they carry—

And now fortified by a mass of new facts, which will be found on the Slogan pages of this issue.

In the year past there has been a great deal of interest in grape growing here; and there is now more interest than ever before; and some of the friends of The Statesman are kind enough to attribute the new interest to the articles in this newspaper.

It is needless to say that this is gratifying; for that is the purpose of the Salem Slogan issues—to concentrate attention upon our most important basic industries; to secure as largely as possible the specializing of our people on the things they can grow and which they can do best.

There can be no question of the great prosperity of the Salem district and the great and substantial growth of Salem as a city of this course shall be followed—

The farmers producing the crops in all lines best suited to our soils and our general conditions, and the commercial center providing the marketing and manufacturing and shipping and merchandising facilities.

Our people cannot make a great success of the European grapes—that is, our people of the Salem district—

But they can grow as good grapes of the Vitis Labrusca, or Northern Fox varieties, the Concord kinds, the grape juice kinds, as can be produced anywhere, and as many pounds to the acre—

And they are beginning to give larger attention to this industry, as they should.

This branch of horticulture will not be sufficiently developed here till there are great grape juice factories in Salem, as there should be.

Prof. W. S. Brown, of the Oregon Agricultural College, confirms this view, in a letter written yesterday, and printed in this issue, and the College is now preparing a bulletin on grape growing, which will be the first bulletin of the kind issued by that institution.

In all the plantings in the Salem district, chief attention should be paid to the Concord varieties, for two reasons. First, they are the kinds best adapted to our soils. Second, they are the kinds needed in jelly and jam manufacturing and in grape juice manufacturing. The more of the American varieties of grapes our farmers grow, the nearer they will approach the coming time of extensive grape juice manufacturing, and when that time comes there will be a good market for all the large or small plantings of the right kinds that may be made from this time on.

PRICE GUARANTEES

A reduction of $5 a ton on freight for alfalfa hay from Idaho to the hayless Middle East was recently made by the Union Pacific system. It amounted to adding the full $5 a ton to the sale value of the Idaho farm product, hundreds of thousands of tons.

It had been demonstrated that under the older freight rate, the hay could not be sold so the railroad made the reduction. Freight men say that it doesn't pay their expenses—the more they ship the more they lose; but they're trying to keep the producer alive.

Who is going to reimburse the railroad for this loss? For if it is a public service, perhaps a profit ought to be guaranteed.

If anyone at all, it will have to be that overworked, distressed person, Society at Large, who may well enough be asked to guarantee to them as to the farmer, the railroad employe, the printer, the apple picker, the manufacturer, the merchant, to every man who works or invests capital or intelligence or brawn in a business, that he shall make a profit in face of any extraneous social conditions that may arise. We're all an integral, essential part of Society—why not make the guarantee unanimous?

But a profit guarantee carries with it a sting in its other end—almost everything has "another end!"—in the reciprocal obligation to establish a price limitation that will take care of the other fellow. A five-dollar wage, a fifty-dollar minimum for a suit of clothes, two bits for an ice cream soda, half a dollar for a movie, three hundred dollars for a binder, fifteen dollar sugar, three-dollar overalls, forty cent gasoline—these fixed prices are as logical as gravitation, in the wake of a profit guarantee for the farmer or any other class. It is an interminable round-robin circle; as endless and profitless as a pop-eyed pup chasing his tail—he'll never stop until he gets tired—and then he—just stops, and that's the end of it; he's a sane pup until the fit comes over him again.

The way the Idaho farmers took that $5-a-ton loss from the railroad, as a matter of right rather than thankful privilege, gives one pause. Maybe we want only charity, or even graft—and not equal justice—when we talk price guarantees in a land of free competition.

BITS FOR BREAKFAST

Grow more grapes.

And grow the grape juice kinds.

In this way Salem will become a grape growing center, as it should become.

There is a Concord grape vine down on the Clyde LaFollett place at Wheatland that is 15 inches in diameter at the fork, and that has produced 2½ tons of grapes in a single year. Ought this grape vine not to have a place in the hall of fame for trees? One such grape vine would go far towards supporting a family in modest circumstances on a farm.

Every farmer in the Salem district ought to have a few grape vines, of the Concord variety. He will be helping himself and his family and his children's children, and he will be helping his home city to get into the grape juice business on a large scale.

Walter Stoltz and Senator McNary, on their farm below Salem, are adding five acres a year of filberts. They are headed towards the distinction of being the filbert kings.

By the way, where is the man who will organize a company to plant a hundred acres of filberts in the Salem district. That would fix Salem absolutely as the filbert center of the United States, and it should be done.

AMERICAN CHINESE HELP IN RELIEF

Portland Foreign Born Raise $4,000 For Starving Countrymen

The famine region may be geographically described as a rectangular plain with an area of 120,000 square miles, stretching from a line drawn 50 miles south of Pekin and Tientsin on the north to Kai-feng-fu on the south (300 miles) and from the Shensi hills on the west to Tsinanfu on the east (400 miles). This plain is broken on its western extremity by the Pei-Ling mountains, which form the border of Shansi and Honan provinces. This region comprises the major portions of five very populous provinces, viz., Honan, Chili, Shantung, Shansi and Shensi, and has so dense a population that it averages 450 to the square mile. Faced with seemingly unavoidable starvation, and racked with typhus and famine fever, these millions of human beings in their hopeless misery present a truly pitiable spectacle.

Heartrending tales, from reliable sources, are reaching us daily, of fathers killing their children because they could not bear to hear their pitiful cries for bread, and in turn taking their own lives.

In some of the most severely affected regions, canals and rivers have been choked with the bodies of men and women who have sought a speedy end by drowning rather than linger on in agony waiting for the food that has never come. Horses and cattle even dogs and cats, have been consumed, and the famished natives are seeking to derive nourishment from weeds and thistles and leaves of trees. Famished parents, seeking to preserve their own lives, are selling their daughters to a life of shame. In many places the dead lie unburied in roadside ditches, upon the threshholds of deserted courtyards, in streets and market places, stenched by death.

Among the sufferers are 100,000 men who served in France during the war under British colors, and 100,000 more who served in other allied armies during the conflict.

A story is told by a relief worker of the last meal of a starving family in North Honan. A young Chinese mother sent her husband one day to a wealthy friend and neighbor to borrow a little "Kaoliang." After he returned with the grain, she cooked a warm meal and invited him to come and eat. When the meal was half finished, she told him that it was poisoned. Her husband took the news quietly and waited with her for the end to come. This story might be multiplied a thousandfold in China's "Valley of Sorrow."

Many have asked the very pertinent question, "What has the Chinese government done to relieve this situation?" and "What interest have the local Chinese shown in the welfare of their fellow-countrymen?" Although unable to raise the whole $200,000,000 required to tide over the famine-stricken people, they are nevertheless doing everything possible and have set a lofty example of service and liberal giving. Shangha alone has collected $1,500,000 and set as an objective $5,000,000. Civil servants throughout the Celestial Republic are voluntarily donating a fixed percentage of their monthly salaries. The Chinese of Victoria have raised $3,000 and set as an objective $5000. A group of high-minded Japanese business men in Tokyo have given $15,000 apiece to start a fund in Japan for their starving neighbors in North China.

Chinese people in the United States and other countries are raising funds and sending food. The Chinese people of Portland have cabled $4000 and are raising more.

Relief committees, composed of Chinese, American, Europeans, Canadians and others are already setting in motion the vest and complicated machinery of relief necessary to alleviate the sufferings of the famished millions, and whenever possible, administering the liberal gifts of the charitable throughout the world in permanent and productive works.

These appalling facts, in baldest statement, make their own appeal. The force of that appeal must not be weakened by exhortation.

FUTURE DATES

April 28, Thursday — Marion County Children's bureau clinic at Commercial club.

May 4, Wednesday — Apollo club in concert with Virginia Rae, soprano, at Armory.

May 5 to 8 inclusive — Annual conference of Evangelical Association.

May 7, Saturday — Celebration of Founders' day at Champoeg.

May 7, Saturday — Marion County track meet and baseball tournament.

May 26, 27 and 28 — Baseball, Willamette vs. Whitman, at Walla Walla.

June 16, Thursday — Oregon Pioneer association meeting in Portland.

June 17, Friday — Annual Iowa picnic, State fair grounds.

October 1, Saturday (tentative) — Football, Willamette vs. O. A. C. at Corvallis.

November 24, Thursday (tentative) — Thanksgiving day, football, Willamette vs. Multnomah, at Salem.

ALASKAN FREIGHT RATES WILL DROP

Interior Country Will Pay $25 Ton Over Government Road

ANCHORAGE, Alasa, Mar. 28 —Rates on freight consigned to interior Alaska points will be reduced from around $350 a ton, the present price, to within $25 a ton, when the government railroad from tidewater to the "inside" is completed next spring, it is estimated here.

As a result, a great deal of mining machinery will be shipped to the interior, it is thought, and many dredge and frozen placer areas will be enabled to resume operation. At present the high freight rates on supplies and machinery make it impossible to operate at a profit.

For years much of the freight for Fairbanks, Nenana, Fort Gibbon, Ruby and other interior points has been sent by teams over trails from the seaport towns of Valdez and Cordova. During the summer some shipments went in by the long water route from Seattle to St. Michaels and up the Yukon River system, while other consignments were billed via Seattle to Skagway, across the mountains on the White Pass railroad and down the Yukon from White Horse.

When the railroad is completed, time and cost will be saved. Goods will be shipped from Seattle to Seward or Anchorage, the seaport towns on the railroad and will be carried by the line across the mountains to Nenana and Fairbanks, two interior points both on the Tahana river, a part of the great interior river highway system.

Already on the portions of the road completed mining operations have increased. Fourteen outfits will mine with hydraulic machinery this year on Cache creek, three stamp mills recently were erected on Willow Creek, and placer work on Valdez, Green and other rich creeks has been revived.

Government coal mines at Eska and Chickaloon, which are connected with the main railroad by a branch line, have produced approximately 100,000 tons piled and ready for railroad and domestic use. The foundation for a 1,000-ton capacity coal cleaning plant is being laid at Sutton, where the Eska and Chickaloon branches come together and when completed the navy department will be invited to fill bunkers and begin distributing coal to Pacific stations. Many new bituminous coal has been discovered by government prospectors within recent weeks and is being developed.

Already, Alaskans who reside in the interior are taking the new "steel trail" over the mountains in preference to the old routes out of Cordova and Valdez. They take the trains at Seward and Anchorage and ride to the end of steel, at mile 275. From there they take a stage, pulled by dog teams, or "mush" across Broad Pass eighty-four miles to the end of the road being built south from Fairbanks and Nenana. Freight also is handled via the Broad Pass, the government engineers having introduced army caterpillar tractors which have packed down a boulevard in the snow between the ends of steel.

Farming along the line of the railroad is expected to be stimulated by completion of the line. Officials say land settlers by the hundreds are asking about farm lands, there being about 100,000 acres awaiting settlement in the Matanuska valley and in the Tanana valley, both on the railroad. In the Tanana, No. 1 hard wheat is being raised and milled into flour by a new plant at Fairbanks. Mixed farming is also proving successful.

Incoming farmers are warned that they will have to clear the lands of small spruce and poplar growth, without taproots. Once the land is cleared, they are told, it will grow every variety of hardy vegetable, and is suitable to sheep, hog and poultry raising and will prove a splendid berry and dairying country.

Bill Tate, one of the fifty funny clowns with the Al. G. Barnes circus, which comes to Salem Saturday, May 7 for two performances

Fifty-Dollar Prize For Deschutes County Comes

J. A. Churchill, state superintendent of schools, is in receipt of a check for $50 from the State Bankers' association which will be awarded to Deschutes county because it led last year in the per capita sales of thrift stamps, having a margin over all other counties of the state. Mr. Churchill is deciding what county shall receive the prize. The award to Deschutes was made last fall.