

# KIWANIS CLUB HEARS TALK BY COMMISSIONER WILLIAMS

Seventy eight members and guests sat down to the Kiwanis club weekly dinner at the Marlon, Tuesday noon. It was announced that the attendance contest with the Rotary club is already on, and that the fellows who stay away and lose the dinner for their club — whoever they are — are the ones who will have to pay for the dinners for the whole crowd. The contest runs for six more weeks.

Dr. C. W. Southworth presented briefly the case for the Russian relief work being carried on through the Friend's church. The attendance prizes were won by Harwood Hall, a set of bronze book shelves, and a special Gillette razor outfit that grotesquely fell to Lee Canfield, champion barber. Some delightful music was given by an instrumental trio: Dr. Roy Burton, piano; Miller Bevier, flute; and I. W. Wright, violin. It was enthusiastically accorded.

Fred Williams, chairman of the state public service commission, who recently announced his intention of retiring to private life and refusing to ask reelection, gave a thoughtful resume of the transportation problem that made a profound impression. It is here given in full as a masterly study of the situation that confronts Oregon:

"I have great regard for Thomas Jefferson—even though he was a Democrat—and think he was a

wonderful man. His sayings are not only logical but prophetic, but I think he was wrong when he said "When a man dedicates himself to public office he becomes public property," for when a man takes public office he is a political football, so to speak, and he gets kicked, cuffed, battered, fouled and forward-passed until he doesn't know whether he is on a gridiron or on a field of battle.

**Situation Confusing.**

"I must confess that the experience is very novel but very trying at times. In fact, I am so confused at times that I feel like an acquaintance I have back in western Iowa. At times he imbibed. When he imbibed he stayed in town late. As a safeguard for transportation he had a pair of faithful old mules. It happened this night it was kind of misty and cloudy when he started out. The street which he took when he went out of town came to the fork of the road, one road going southeast and one going southwest and at the fork of this road stood one, solitary, lone, old oak. By this oak ran a sort of a blind road leading to the picnic grounds. As the mules came to the fork of the road they kept on going towards the oak and finally landed the tongue slambang against the tree. The team backed up and the driver ran up against the tree the second time; backed up the third time, urged his mules to go ahead and the third time they ran against the tree with more force than the time before and on the bottom of the wagon box he rose to his knees and in supplication said, "My Lord, my God, deliver me safely for I am lost in an impenetrable forest." It was all the same to him whether it was a lone tree or whether it was a forest and perhaps that is the way with me. Perhaps I've been butting up against the lone tree and imagined, in my confusion, that I am lost.

**Railroad Scale Important**

"Third. The next part is the railroad scale department and while this is not large or ponderous, yet how important it is to us people living on the Pacific coast that our weight should be correct and how much difference it makes to us when our calculations and expenses are based on a transcontinental haul. For that reason it is highly important that the weights be very exact and precise.

"Fourth. The grain and hay inspection department. We will probably within the next year handle between forty and fifty million bushels of wheat in addition to thousands of tons of hay and coarser grains. Further it is the duty of the department to superintend and to inspect cargoes of raw products, such as coccoanut and rubber, coming into this country, and this alone is a large department, functioning in the matter of sampling, grading, and the weighing of products of this great state.

"Fifth. The jurisdiction of grade crossings and the separation of grade crossings for the protection of the health and safety of the traveling public. Our jurisdiction extends to the question of location of grade crossings and the apportionment of costs for the cost of construction of overhead or undergrade crossings as between the municipal, state and railroad authorities.

**Boom Franchises Loaded On.**

"Sixth. Is the log boom franchise which goes to the rates, rules and regulation and franchise rights for the floating, booming and rafting of logs in the streams of Oregon.

"Sixth and last is to my mind the most important. I refer to the motor and truck transportation for compensation on the public highways. Cheap, efficient transportation goes to the life of any community, state or municipality. This question of highways and the vast expenditure has not only been precipitated but marvelously developed within a space of the last five years. It has grown enormously. We will have spent in a short time over forty million dollars in the construction of paved highways, taking in that great Pacific highway, running from the Canadian boundary line to the Mexican boundary. We have incidentally and perhaps through necessity resorted to the motor truck during that time as a possible avenue of escape and relief from congestion for the solution of the transportation problem, with the result that highways have been subjected to transportation grief for which they were never constructed and which they never can stand. We are wearing them out more rapidly than we can build them and maintain them. The penalty is bound to be heavy and it is up to you and me to protect these highway because we built and we are partners in them. You can't destroy my interest without destroying your interest and eventually the rebuilding is going to fall back on the most numerous individual who is the most common, ordinary taxpayer. The question then before us can be concretely stated in a few words: "Can we economically make railroads out of our highways?" If we do, who pays the penalty?

**Highways Need Protection.**

"We have a wonderful system of paved highways in the state of Oregon and probably as fine as any in the United States. There are trunk roads and parallel the transcontinental lines in each direction. People of the state of Oregon who voted the bonds pay for them. We have made the investment and it is up to us to protect this investment. It is likewise true that we must protect the means by which we get our products to the consuming markets of the United States and the world. I refer, of course, to the transcontinental railroad lines. I say this fairly and partially and unmoved by any selfish interests and as facts without an expression of opinion but upon which premises you can base your own conclusions.

"The interstate commerce commission and the supreme court have said that the railroads are entitled to fair returns after deducting their operating expenses, taxes and depreciation. That being the case, are we not maintaining competitive means of transportation and paying the expenses and upkeep of both

with the idea in view that we will not favor one at the expense of the other.

"No country can ever be greater than its transportation efficiency and economy. This must always be borne in mind and again I must call your attention to that old epigram, adopted by a man long since dead, but who wisely said, 'Jones pays the freight.' We want to cut the maintenance of our highways as much as possible and preserve them for permanence and in order to do that we have got to give them the fullest protection without injuring those who have a vested interest in them. Of course, one way of reducing the demand for transportation is by cheaper and more dispatch by railroad freight transportation. The solution of this problem will be the solution of our general transportation problem."

**Costs Analyzed.**

"The operation of any transportation vehicle and its success or failure depends upon two elements—the mileage and the load factor. Load factor means, of course, the percentage of which the actual performance bears to the possible performance. In other words the actual number of ton miles which a truck does perform in its relation to the possible number of ton miles which it could perform. It probably costs in the neighborhood of 25 cents per ton mile to operate a motor truck. Granting this is the case, that it costs 15 cents per hundred for terminal expense of the railroads, then for each ton you would have \$2 for terminal expense or \$6 for both terminal expenses per ton and 25 cents per ton mile with no terminal expense, would make the truck carry 24 miles before the railroad could operate more economically than the truck then, at the point of 24 miles the truck would become more expensive and the railroad more economical. While this is perhaps rather uncertain yet it is adequate enough for the purposes mentioned here. Then the truck is economical from the standpoint of operating expenses perhaps for 24 miles, providing the public or general taxpayer can keep up and maintain the roads.

"The truck has come to stay and the truck salesman and the truck manufacturer is interested to see that it maintains its permanence and does not become parasitic growth and the truck manufacturer therefore must study it from the standpoint of stability and over a period of time and that means that five or 10 years from now is as important to him as the present.

"Truck transportation can be of great assistance to the general public and to the railroad as it will serve that want of bringing products from the farm and field across the country to the transcontinental stations and in that way the railroads and the trucks will coordinate and be of great means of developing the country but I am not so sure that there will be any great good come from competition between these two forms of transportation when there is such a broad field for both of them if they will only work in coordination and the public can only cooperate

methods. We must pay the taxes and as a matter of course the railroads must pay for their upkeep. We must pay for the highways and maintain their upkeep and this will increase as the use to which the highways are placed, becomes the greater. We do not mean by this that the truck transportation is not a wonderful means for relieving congestion and it is not useful and economical to a great extent, but what I want to point out is the loss which may result from an abuse.

**MILLION DOLLAR PLAY IS COMING**

Most Costly Play Ever Produced Is to Be in Salem For Five Days

Perhaps the most distinguished cast ever assembled for any kind of professional theatrical entertainment is that which appears in "Foolish Wives," the costly photodrama which comes to the Grand theater for five days starting April 9. And the wardrobe exhibited in the picture is without doubt the most expensive ever used in any photoplay.

When Erich von Stroheim was filming his famous Monte Carlo promenade scenes at Del Monte, he required some three or four hundred extras for atmosphere. The common or garden variety of extra would not do for these scenes, and von Stroheim was at his wits' end until someone was inspired with the idea of giving San Francisco society an unusual outing and at the same time help their pet charity—at that time the Children's hospital of San Francisco.

So negotiations were opened whereby Universal presented the Children's hospital with a check for \$5000, society had its unusual outing, and von Stroheim found the atmosphere for which he had been so feverishly searching.

The names of these aristocratic extras are all in the Blue Book and social register, and their aggregated wealth is sufficient to stagger the average mind. The clothes, furs and jewelry worn by them is not the usual motion picture flimsy, but the very finest from the choicest marts of the world.

# 8 POSTOFFICES ARE ELIMINATED

Redne, Marion County, Is One That Has Recently Ceased to Operate

As shown by the official postoffice bulletin, eight postoffices in Oregon have been discontinued. One of these is in Marion county, the office of Redne, a timber camp in the foothills near Detroit. Hereafter all mail for that point will stop at Detroit.

The other fatalities are: Dolph and Hemlock, Tillamook county; Eden, Coos county; Krall and Peel, Douglas county; Three Pines, in Josephine county, and Westland, Umatilla county. Only four new offices have been added to take the place of these eight dead ones.

The Salem office is believed to be one of the biggest paying money order offices in the west. At least, during the tax-paying and the auto-license season. The state instructions that demand real money instead of doubtful checks for state licenses, name the federal money order as one form of money that is practically riskless; so the licensees send in their money orders, by hundreds of thousands of dollars during the license-buying season. The money is still coming in steadily, for new car licenses.

# OUCH! BACKACHE! RUB LUMBAGO OR STIFFNESS AWAY

St. Jacob's Oil stops any pain, so when your back is sore and lame, or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a small trial bottle of old, honest St. Jacob's Oil at any drug store, pour a little in your hand, and rub it right on your aching back; and by the time you count fifty the soreness and lameness is gone.

Don't stay crippled! This soothing, penetrating oil needs to be used only once. It takes the pain right out and ends the misery. It is magical, yet absolutely harmless, and doesn't burn the skin.

Nothing else stops lumbago, sciatica, backache or rheumatism so promptly. It never disappoints!—Adv.

for motor cycles, and for chauffeurs and for car transfers. The armloads of money orders coming down from the state house almost daily, contain the regular stock sizes: The 25-cent driver's license, the dollar transfer fee, the motorcycle license of \$5, the Ford car for \$15, and then on up ward for the bigger cars. Some run as high as \$50 or \$60.

The Salem office might have been suspected of putting on a bargain sale of money orders last week, for the last few orders to close out the half-month order went more than a day ahead of the time predicted. Almost 300 have been sold on the new series, at the rate of about 150 a day.

# Why? Suffer?

Monthly pains, neuralgic, sciatic and rheumatic pains, headache, backache and all other aches are quickly relieved by **Dr. Miles' Anti-Pain Pills**

Contain no dangerous habit-forming drugs. Why don't you try them?

Ask your druggist



# Ladies' Skirt Specials

For Thursday, Friday and Saturday

Artistic plaids and hidden stripes in shades of blue, brown, black, white, navy, etc. Materials are prunellas and velours. They are divided in two special groups for your choosing.

**Extra Special \$5.88**

**Extra Special \$3.88**

Our Prices Always the Lowest

# Gale & Co.

Commercial and Court Streets

# Vitamines and Your Blood

An abundance of vitamins, so necessary for the proper nutrition of the body, results from taking Hood's Sarsaparilla either just before or after eating.

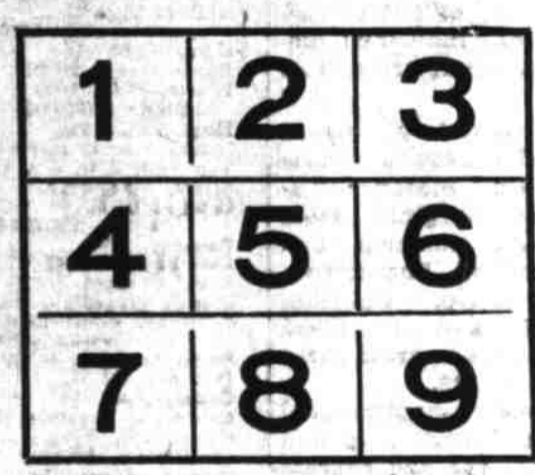
This medicine aids digestion, promotes assimilation, converts ALL THE GOOD IN YOUR FOOD into blood, bone and tissue, and is of great benefit for humors, eruptions, catarrh, rheumatism, that tired feeling and run-down conditions. It is pleasant to take.

Re-VITA-fixes the Blood and builds up the whole system. It thus provides an abundance of vitamins, gives the lips and cheeks the hue of health, brightens the eyes, gives vigor and vim. This is the testimony of thousands in letters voluntarily written.

# SOLVE THIS PUZZLE

## WIN A BIG CASH PRIZE

FIRST PRIZE \$200.00  
And Twenty-seven Other Cash Prizes Totalling \$300



Rearrange the figures in the above square in such a manner that they will count 15 every way and send us your answer, together with your name and address, and if it is correct, we will at once mail you full particulars of one simple condition that you must fulfill, together with an illustrated prize list. This condition is very easy and need not cost you one cent of your own money—it is merely a matter of securing two annual subscriptions (\$1.00 each) to THE PACIFIC HOMESTEAD, the oldest and best weekly farm magazine published in the Pacific Northwest.

**HOW TO SEND YOUR SOLUTION**

Use only one side of the paper that contains the solution and put your name and address on the upper right-hand corner.

Three independent judges, having no connection with this firm, will award the prizes, and the answer gaining 250 points will take the first prize. You will get 100 points for solving the puzzle, 40 will be awarded for general appearance, style, spelling, punctuation, etc., 10 points for hand writing, and 100 points for fulfilling the conditions of the contest.

The announcement of the prize winners and the correct solution will be printed at the close of the contest, and a copy mailed to each person sending in a solution.

This splendid offer will only be good till March 31st, so send in your solution right away—now—to Puzzle Contest Editor, Statesman Publishing Co., Salem, Oregon.

**FIGURE PUZZLE PRIZES**

\$200.00 in cash.... 1st prize	1.00 in cash.... 13th prize
50.00 in cash.... 2nd prize	1.00 in cash.... 20th prize
25.00 in cash.... 3rd prize	1.00 in cash.... 21st prize
10.00 in cash.... 4th prize	1.00 in cash.... 22nd prize
2.00 in cash.... 5th prize	1.00 in cash.... 23rd prize
1.00 in cash.... 6th prize	1.00 in cash.... 24th prize
1.00 in cash.... 7th prize	1.00 in cash.... 25th prize
1.00 in cash.... 8th prize	1.00 in cash.... 26th prize
1.00 in cash.... 9th prize	1.00 in cash.... 27th prize
1.00 in cash.... 10th prize	1.00 in cash.... 28th prize
1.00 in cash.... 11th prize	
1.00 in cash.... 12th prize	
1.00 in cash.... 13th prize	
1.00 in cash.... 14th prize	
1.00 in cash.... 15th prize	
1.00 in cash.... 16th prize	
1.00 in cash.... 17th prize	
1.00 in cash.... 18th prize	

**TOTAL \$300.00 CASH**

Only two annual subscriptions to THE PACIFIC HOMESTEAD are required to completely qualify your entry in the Puzzle Contest.

**EVERYTHING TO GAIN--NOTHING TO LOST**

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