

The Oregon Statesman

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A FORWARD LOOKING PROGRAM

One of the really big things for Oregon, perhaps the biggest and the most fundamental thing that could be done for the state, is being planned by the Portland Chamber of Commerce in its comprehensive new state wide program. A fund of \$300,000 has been proposed, to carry on the work, and a considerable part of this sum is already raised on the irrefragable argument of the plan.

The farmers of the state might be raising good enough crops, the fruit men and the stock men and the lumber men and the small manufacturers might be producing good goods; but until they actually market their stuff—

Every bushel of wheat, or board, or calf, or box of fruit is an investment, a liability—

And until every Oregon producer can raise maximum crops, or produce maximum results for his labor expended, and then sell every article for a price that pays, Oregon has not reached her maximum of prosperity; until it comes much closer than is now the case, Oregon industry in general is hardly holding its own.

The Portland plan is to go out into the state and help every local industry, every industry to organize to standardize and increase production, to cut out the unnecessary leaks between producer and consumer, to organize powerful cooperatives wherever possible or desirable and to make the producer so prosperous that the state simply can't help getting rich. It has sounded like a curious business gospel to some of the old time townsmen—to help the farmers organize cooperatives and take their whole business into their own hands and so away from the "middleman." Some shortsighted townsmen hold that it will ruin the cities.

But the story of the astonishing cooperatives in California, where every town business has grown at least as fast as the farmers themselves under their unrivalled cooperative associations, is breaking down these fears. Political economists, bankers, politicians, all lines of organized city life that have been afraid of this new theory, are turning to it as business salvation.

The Portland plan to spend most of its money, a proportion of at least five dollars for internal development of production, standardization and cooperative sales organization, to one dollar for actual away from home advertising, is a remarkably far sighted, sane appraisal of relative values. Oregon has never seen so good a chance to follow a really big lead.

That Portland should pay most or all of these bills herself, counting on getting her pay back in her prosperity through the enormous increase in business as Oregon gets fairly into her producing and selling stride, to some of the old line gouges sounds like bankruptcy. But to an enlightened new business morality it sounds like the millennium.

It was the driest Sunday in New York's history. Only eight persons were killed by moonshine in that city on Christmas.

All the world's greatest sweet cherries but one were originated in the Salem district, and this is the greatest cherry country in the entire world. That's a fact. But the Slogan editor has got to prove it, and he wants your help, today, for tomorrow's paper. Tomorrow will be too late.

Her doctors said there would have to be a miracle if Sarah Bernhardt recovered from her sickness. She is recovering. The miracle is her wonderful will power, which has made her one of the world's foremost women.

If you can help the Slogan editor prove this is the best cherry country on earth, it is your duty to do so, today.

Her doctors said there would have to be a miracle if Sarah Bernhardt recovered from her sickness. She is recovering. The miracle is her wonderful will power, which has made her one of the world's foremost women.

The Statesman is working on a Greater Salem District edition—its annual edition. The success of the Willamette university's million and a quarter campaign will help to make the name appropriate. And there are many other things, already accomplished and by way of accomplishment, and in the making.

Calvin Coolidge says: "In these days, children get about what they ask for, not what the wise judgment of their parents should dictate. Their pockets are filled with money and out they go to purchase pleasure, all the pleasure their easy money will buy. The taste for pleasure is formed as the taste for thrift and work is killed. Later on, in a natural development of things, the taste for pleasure becomes so strong that it must be satisfied at any cost. If crime has to be resorted to, that price is paid."

The Statesman is this morning presenting to its readers the text of a proposed measure requiring medical examination of both men and women as a condition precedent to the issuing of marriage licenses. This is for the purpose of bringing about criticism as to the text of the proposed bill; and as to its wisdom; though the latter will be more in order in case the measure shall be submitted to a vote of the people by the legislature. For any who may be doubtful as to the latter, there are many exhibits in the state institutions in and about Salem; with especial emphasis upon the institution for the feeble minded. A friend of the writer declares that a study of the conditions there, or rather the conditions the results of which have made necessary the establishing and maintenance and continual growth of that institution, will convince any thoughtful man or woman of the wisdom of enacting such a law in Oregon, and in every state in the union. He says any one who would wish in this enlightened age to see a continuance of the breeding of such unfortunate and such pitiful burdens to themselves and soci-

FUTURE DATES
December 27, Wednesday—Company F smoker at armory.
December 31, Sunday—Elks "Midnight Patter," Grand theater.
Monday, Jan. 1—Y. M. C. A. "Open House" for everybody. New Year's day afternoon and evening.
January 5, Friday—Elvin M. Osway, national commander of American Legion, to be in Salem.
January 8, Monday—Inauguration of Governor-elect Walter M. Pierce.
January 8, Monday—Legislature meets

ety, belongs as an inmate there. Probably he is putting it strong. Any way, The Statesman is glad to furnish the means of passing along the consideration of this matter; and surely it is worthy of consideration.

CAUSE OF UNREST

Prohibition comes about as near causing the unrest in this country as booze comes to causing the unrest in Europe.—Toledo Blade.

WHY IS THERE A SHORTAGE OF FREIGHT CARS?

Railroad Bulletin No. 25, by Samuel M. Felton, president of the Chicago Great Western Railroad company, dated at Chicago, December 15, makes a showing that is worthy of the consideration of the careful reader. Mr. Felton is a high authority in railroad circles. In full, it is as follows:

"The recent nation-wide revival of business has been met and hindered by the most acute shortage of railroad transportation in history. This shortage of transportation is felt by farmers and other shippers in the form of a 'shortage of cars' from which all have been suffering.

"No class of producers is losing more by the inability of the railroads to handle all the freight offered to them than the farmers. The farmers and other people naturally demand an explanation of this unfortunate situation.

"Let those who wish to get at the root of the matter consider the following facts:

"In the seven years ending in 1921 the number of locomotives on the railways of the United States increased an average of 2,500 a year.

"At just about the end of this period the state and national governments adopted a policy of drastic and restrictive regulation of railroads. Rates were reduced; wages and other railway expenses increased, and the net return earned by the companies rapidly declined. The railway companies became unable to increase their facilities and other equipment as they had been increasing them before.

"Therefore, in the seven years ended with 1921, the number of locomotives in service on our railways increased only 1,500 a year.

"During the next seven year period, ending with 1921, there were three years of restrictive regulation, two years of government operation, and two years, 1920 and 1921, when the net return earned by the railways was the lowest in history. Therefore, in this last seven years the number of locomotives in service increased only 275 a year.

"In the seven years ending with 1921 the number of freight cars increased an average of 90,000 a year. In the seven years ending with 1921 the number of freight cars increased only 50,000 a year.

In the seven years ending with 1921 the number of freight cars increased only 6,000 a year.

"In other words, within the last seven years the number of locomotives that the railways had for handling their business increased only one-ninth as much as in the seven years that ended with 1921, and the number of freight cars that they had for handling their business increased only one-fifth as much as in the seven years ending with 1921. There was the same decline in the development and increase of all the facilities that the railways must use in handling traffic.

"Meantime, the progress of the country and the demands made upon the railways for service continued to increase as in previous years. Is it any wonder the railways are now unable to handle all the business offered to them, and that in consequence the farmers and all the other producers of the country are suffering heavy losses from shortage of transportation?

The railways have greatly increased their efficiency of operation. If they had not, the shortage of transportation would have been very much greater. The Chicago Great Western, in common with all the other railways, is doing everything in its power to cope with this situation. But the problem is not merely one of railroad operation. It is primarily one of government regulation of railroads. The railways cannot go on forever increasing the amount of business they handle, while government regulation is making it impossible to provide the additional locomotives, cars and other facilities required to handle increased business.

"The government rental paid during the war to the railroads expired on September 1, 1920. In the two years between that date and September 1, 1922, the net return earned by the railways of the United States on their valuation as fixed by the Interstate Commerce Commission, was only 3.56 per cent. The railways cannot get the new capital to provide the new locomotives, cars and other facilities unless they are allowed to earn a larger net return.

"The greatest need of the farmers and other producers and shippers at present is not lower rates, but more transportation. They cannot ship all the products that they produce now. Their loss from shortage of transportation is far greater than from increased rates.

"The rates should be reduced as the railways are able to reduce their expenses. Railway expenses are not now going down. For example, the average price that they have to pay for coal, which is one of the largest items in their expenses, increased 40 per cent between April and August, 1922. The policy of railway regulation which continues to reduce railway rates regardless of railway expenses will cause the present shortage of transportation to continue to grow more serious and to cause increasing losses to farmers and other producers.

"Suggestions and criticisms are invited."

BACK TO SANITY

(Portland Journal, Sunday.) Behold Senator Borah! He proposes an international conference to "consider economic, financial and business problems, including German reparations." And this is the Borah who capted the isolationists. He led the irreconcilables and guided the "battalion of death." He was the arch treaty-ripper.

He said America should have nothing to do with Europe. He preached the ghastly doctrine of letting European nations rot if they could not alone rise out of their sufferings, bankruptcy and woes. He told the American people that America, like China, should be a hermit nation. Because of his ability and his high ideals in domestic affairs, he exerted more influence than any other man in leading this nation into the suicidal policy of non-cooperation in Europe, which has gone far to wreck the American farmer, to increase America's unemployed, to cut American buying power and to handicap American industry, American business and American finance.

Senator Borah's proposal for America to take a hand in European affairs is a point-blank repudiation of his past teachings on foreign policy. It is an abandonment of all he has stood for with the single exception of his leadership in the arms parley, which, so far, is a near blank. It is an indirect confession that his international ideas, forced upon

the Harding administration as a policy, have headed that administration for the rocks and are fast bringing important American interests, agriculture included, to the verge of ruin.

Others have known all along that isolation by America as advocated by Borah is disaster. It was a doctrine that contravened all history, all experience, all the maxims of development. The evolution of the white man's civilization is a ceaseless story of intercourse, inter-relating and inter-dependence between nations. Senator Borah's childish doctrine of non-concern in Europe was a proposal to repeal the laws of advancement, the laws of civilization and the whole experience of history. He learned of his blundering and brutal policy in the late election returns and the biting rebuke of the voters to the Harding administration for permitting the Borahs and Johnsons to dictate its foreign policy.

If the Borah proposal for an international conference is good now, it was good March 4, 1921, when Mr. Harding took office. If cooperation with Europe is good now it was good in the election campaign of 1920, when Senator Borah was abroad in the land clamoring for America not to meddle in European affairs and to devote all her efforts and statesmanship to problems at home.

If the present Borah plan had been substituted in 1920 for the then Borah plan, if instead of "observers" America had sent "representatives" to participate in European conferences, if instead of a brawling Harvey America had sent a forward thinking Christian statesman to the leading American stations in Europe, if instead of lowering America to the hermit-like status of a China in foreign diplomacy and world affairs the United States had exercised her unchallenged moral leadership to pacify and organize Europe, millions upon millions of people in America and Europe would be better fed and better clothed, all the European nations, still counting their dead and computing their debts, would not now be in the abyssal depths of financial ruin, and not now on the brink of another cruel and civilization-destroying war.

In Senator Borah's confession and repentance, indirect though it be and subject at any time to change, the people of this republic know that the wounded war president, even though they differ with his plan, was right in the principle that he set up in

BITS FOR BREAKFAST

Cherries, Slogan subject tomorrow.

This is almost a perfect cherry country—

And cherry growing has attained a high place here; but there is still something to learn, and something to do all the time, to guard the industry and keep it growing.

If you have a suggestion on the cherry industry, tell the Slogan editor. Do it today.

Governor-elect Pierce told the Salem real estate men that he proposes to give special attention to the flax plant at the penitentiary. If he is given the proper support by the legislature, and is fortunate in the selection of personnel, he can in his four year term make the penitentiary support itself with the flax plant.

But that will not be enough. What may be done at the penitentiary is only a drop in the bucket, a spit in the ocean, as compared with the developments in the flax industry that ought to be undertaken here. What is needed is large capital investment in the industry here; organization; push. Now is the accepted time, while the tariff rates are favorable, and while there is a world shortage of flax fiber. There is only one country that can compete with the Willamette valley in producing the finest grades of flax for the fiber, suitable for making the fine linens. That country is Belgium, and only a small district of Belgium. Salem has been given by the Almighty a franchise to make her a great city, and it will be the fault of our people of the present generation if they do not take advantage of this franchise, for their own benefit. It will come in time. But there is no time like the present.

his leadership of America and the world.

(While most of what the Journal writer says is true—

And more is true— The "wounded war president" is blameworthy for the fact that the League of Nations treaty was not adopted by the senate; for it could have been adopted and would have been, excepting for his stiff-necked insistence that it be ratified without an i dotted or t crossed in Article 10 of the document, or without an amendment not of his own wording, though no one in the wide world excepting himself could explain the difference in meaning be-

tween the language he wanted put into it and that which Senator Lodge and other members of his junta in the upper house wanted used.

And if Senator Borah has reformed, is it not creditable to his conscience that this is so? Even though the obstinacy and general cussedness of Borah and his ilk in the upper house of congress has entailed the loss of millions of lives and the sacrificing of billions of money in the world, and has set back international good will and universal reconstruction many years.

Hiram Johnson, who never went quite so far as Borah, now refuses to follow him, since the latter former irreconcilable has grown sane.

Senator Borah should receive praise instead of blame for his belated attempt to put the United States in line with reason—on foundations that will give our country the leadership that destiny has marked out for this nation; for the good of our national soul, and for the welfare of the whole wide world.

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The Junior Statesman

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First Steps in Acting

GETTING INTO YOUR PART



(Mr. Harry Davenport, who has been an actor for more than 50 years, gives in this article some pointers for the boy and girl interested in amateur acting. Mr. Davenport is a character actor, and is at present taking the part of a minister in "Thank-U," a comedy now running in Chicago.)

If you wish to take part in any play, whether it is put on in a barn or garage or before your school, you must be able to do three things—study quickly, remember your part, and understand and follow the ideas and instructions of the stage manager.

You must be able to grasp ideas quickly and to follow suggestions readily. You must have your lines so firmly fixed in your mind that you won't have to worry about remembering. If your memory is very poor, you should never go in for acting.

Play Part Faithfully

Play-acting requires also the ability to play a character faithfully. Suppose, for example, you want to play Bill Smith, a bricklayer. Instead of trying to be Bill Smith, be yourself as a bricklayer. In other words, think how you would act if you actually were a bricklayer in real life.

To get your part across you must speak clearly and distinctly, otherwise, no matter how carefully you play your part, much of it

aloud when you are studying, so that it will be easier for you to speak clearly.

Strive for Ease
You must learn to be at ease upon the stage, so that you will not move about stiffly and awkwardly. All good actors and actresses are graceful in their movements. Such exercises as fencing and boxing are good to develop



grace. They are worth trying, if you wish to be light on your feet and to carry yourself well. Form a neighborhood stock company, so that you will learn to play all sorts of different parts. This will add to your confidence, if you ever expect to take part in an all-school play, or one day to enter dramatics as a profession.

THE SHORT STORY, JR.

HELEN'S BAD DREAM

"You won't mind giving your bed to Aunt Jennie and Uncle Steve tonight, will you, Helen?" Mrs. Bennett asked. "I'm sorry, but I just don't know where else we could put them. You can sleep up in the third floor room. You know there's a real nice bed up there."
It was the holiday season and all the Bennett's relatives had descended upon them for Christmas. Even their large house was filled to overflowing.
"If you're afraid up there alone, I'll sleep with you," Mrs. Bennett offered.
"No, please," scoffed Helen. "I'm



not afraid. What's there to be afraid of? I think it would be fun to sleep up there alone."
Helen went to bed early, as she was tired after all the day's excitement. "You're sure you're not afraid?" asked her mother.
"No, of course not," laughed Helen. "There's nothing to be afraid of."
Later in the evening Mrs. Bennett decided to wash out her white dress. She tip-toed very quietly up into the attic to hang it up. She did not want to disturb Helen, who was sleeping peacefully in her new bed.

So that is how it happened that when Helen awoke in the middle of the night the first thing she saw was a white, ghost-like figure swaying back and forth near her bed. At first she thought she was going to scream, but when no noise came she changed her mind. "I must be dreaming," she thought. "I know there are no such things as ghosts, but what can it be?" She buried her face in the bed clothes and tried to go back to sleep, but she couldn't get that awful white thing out of her mind.
"Of course it was just a bad dream," she thought. "I'll look again to prove that it isn't there."
But it was still there! "It can't be a ghost," she argued with herself, "because there aren't any

ghosts, so it has to be a bad dream." She buried her head and decided she wouldn't look any more.

When again she looked forth from under the bed covers the sun was shining brightly and the white ghost was gone. Her mother was already ironing it in the kitchen, but of course Helen did not know that. She still felt a little queer. "Right over there is where it stood," she thought. "That surely was a funny dream. It was so real. Why I could even feel the bed-clothes and hear the wind rattling the windows."

The next night Helen looked at her mother timidly. "Will you sleep with me tonight, Mother?" she asked.

"Why, Helen, you aren't afraid are you?" laughed Mrs. Bennett. "Any one could carry you off and you would never know it. I was up there twice last night to hang up my white dress and to get it, and you never knew it."
"Oh," Helen sighed in relief. "I'm not afraid, either. I was just joking."

PICTURE PUZZLE

HERE IS A CHARADE AN ADJECTIVE OF 3 SYLLABLES



Answer to yesterday's: "The Night Before Christmas."



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