

### GRAIN ORDER IS GIVEN CHANGES

Public Service Commission, By Court Order, Increases Rates

The public service commission yesterday issued an order modifying upward its order of last January whereby the intrastate freight rates on grain, hay and other farm products were reduced. The railroads took the January order to court, claiming the reduction was confiscatory, and about ten days ago the court ordered a modification. The order today, while it increases the rates over the January order, still keeps them considerably lower than the rates that prevailed prior to the January order and which are now effective, due to litigation.

The modifications are that hay, straw, grain and other farm products will be shipped in the future on a uniform scale of rates throughout the state, applying equally on branch and main lines, and applying an arbitrary 3 cents

on a joint haul of 100 miles. Under this order a farmer living on a branch line, it is claimed, will pay no higher rates to Portland than a farmer living at an equal distance on a main line.

"The maximum rates established by the commission," said Chairman H. H. Corey today, "are substantially lower than the present rates. To illustrate: Hay formerly moved from Hermiston to Tillamook at a \$7.50 per ton rate. It will now move under a \$7.80 rate. The slightly higher rates prescribed as maximum rates by the commission in lieu of the rates contained in the order returned by the commission to the court will practically remove the opposition of the western Oregon farmers that existed toward the commission's previous order."

Commissioner Newton McCoy did not join with Commissioners Corey and Campbell in the modified order today, but insists on contending for the order now before the court, although the interstate commerce commission refused to allow any reduction whatever on farm products, and western Oregon farmers opposed the commission's previous order.

Her mind is yet pure if she isn't old enough to be conscious of her frightful fingernails.

### SLIGHT SLUMP IN FOREIGN ARRIVALS

Motor Vehicles From Other States Not So Numerous During August

The registration of motor vehicles from other states during the month of August fell a little short of the registrations during July of this year, Secretary of State Koser reports. The August registrations total 15,256, while the July registrations numbered 16,971. There were cars registered from every state except Delaware, and in addition from the Canal Zone, Hawaii, Mexico and the various provinces of Canada. California, as usual, contributed the largest number of registrations, of which there were 7,817. Washington motor cars registered numbered 3,296, and the registrations from the state of Idaho numbered 617. Thus far during the year 1924, 59,632 motor vehicles from other states and countries have been registered under the law providing for their registration immediately upon entering this state. This law was enacted for identification purposes in the exercise of the police powers of the state, as well as for the protection of the motor owner. Travel comes principally from the high ways entering the state from the south.

During the month of August registrations were made at the several registration stations as follows: Albany 124, Ashland 3, 512, Astoria 79, Baker 285, Bend 82, Corvallis 36, Eugene 303, Gold Beach 221, Grants Pass 1, 175, Hood River 65, Klamath Falls 641, LaGrande 137, Marshfield 42, Medford 2,169, Milton-Freewater 959, Nyssa 113, Ontario 390, Pendleton 465, Portland 1, 446, Roseburg 216, Salem 2,245, Seaside 39, The Dalles 519, Inspectors 9.

From the several states and countries the number of cars registered during August was as follows: Alabama 5, Arizona 88, Arkansas 31, California 7,817, Colorado 170, Connecticut 14, District of Columbia 11, Florida 27, Georgia 5, Idaho 617, Illinois 258, Indiana 91, Iowa 138, Kansas 171, Kentucky 11, Louisiana 11, Maine 8, Maryland 11, Massachusetts 58, Michigan 177, Minnesota 170, Mississippi 8, Missouri 144, Montana 211, Nebraska 104, Nevada 84, New Hampshire 4, New Jersey 50, New Mexico 22, New York 149, North Carolina 2, North Dakota 46, Ohio 207, Oklahoma 117, Pennsylvania 121, Rhode Island 3, South Dakota 41, Tennessee 9, Texas 140, Utah 111, Vermont 2, Virginia 20, Washington 3,296, Wisconsin 94, Wyoming 61, Alaska 1, Canada 306, Canal Zone 1, Hawaii 11, Mexico 2.

Registrations during August of the year 1923 were greater than for any month of that year during which registrations were made. The year 1924 might indicate a little less travel during the month of August than July of that year, or that the annual pilgrimage to this state of many had been made earlier during the year than previously.

In August 532 cars which were previously licensed under the laws of some other state took out Oregon licenses, from which the fees amounted to \$6,711.25. During the period embraced between April 25 and August 31, 1924, a total of \$27,291.75 was received for Oregon licenses for cars which some time prior during the year were licensed under the laws of some other state or country from the fact that the owners of such cars had either disposed of them while in Oregon or such owners became residents of Oregon and therefore subject to the Oregon laws relating to the licensing of motor vehicles. Of this number 269 bore California licenses and 142 Washington licenses. The remainder carried licenses of various states.

### Big Week Experienced By Employment Bureau

One of the heaviest weeks in the history of the United States employment bureau at the YMCA was recorded during the week ending Saturday noon when a total of 695 men and women called for work, requests for 575, of which 540 were referred and 399 reported placed. Men outnumbered the women nearly four to one.

Of the 540 men seeking work, 420 were agricultural laborers, with demands for 401. Only 239 reported placed. Sixty-nine common laborers registered, with demand for 24, of which 22 were placed. Cannery workers were in demand, there being 25 requests and only 23 registrants. Of this number 16 were placed. Other occupations represented were 13 elevator operators, with demand for 10 and seven placed; eight chauffeurs, with one in demand and placed; seven woods laborers, with calls for the same number and six placed; six farm hands, with four in demand and three placed; four carpenters, with five in demand and four placed; seven teamsters, with three demanded and placed, and four office clerks,

for whom there were no demands. Women fell into two classes, agricultural workers and cannery workers. Of the former there were 185 registering, calls for 135 and 114 referred. Only 98 were placed. Of the 23 cannery workers 21 were referred and 16 placed though there were demands for 25.

### EASTERNER LOOKS AT FLAX INDUSTRY

Robert Simpson of Clifton, New Jersey, May Help Linen Mill Here

Robert Simpson and daughter Jessie, of Clifton, N. J., stopped over in Salem Friday evening and remained till the arrival of the 1:15 Southern Pacific train yesterday. Mr. Simpson had wired Hon. T. B. Kay, who expected to show him over the flax fields and the state flax industry at the penitentiary. But Mr. Kay was ordered by his physician to stay at home, on account of an indisposition, so C. E. Wilson, secretary of the Salem Chamber of Commerce, was appointed to, and Rev. J. J. Evans was impressed into service with his car and the party was shown through the penitentiary plant by Supt. Robert Crawford and others, where also a Portland party headed by Mrs. Lee Hoffman and Mrs. Mack were given an explanation of what is being done and attempted to be done there.

Mr. Simpson may become interested in the linen factory proposed to be built in Salem, the organization of the company to build it being now under way; or at least about to be put under way. The preliminary plans have been in preparation for some months.

Mr. Simpson and party were shown over the city, or as much of it as his limited time would allow. He was impressed by the feasibility of the development of the linen industry here, where the raw product in perfection may be grown within sight of the proposed factory, and where the natural conditions are right all the way up the line to the finished product in fine linens. He has had some experience in working up flax products in the east and is by no means a tyro in this field of manufacturing.

A Pioneer in Roses  
Mr. Simpson was the first one in America to grow and introduce the new famous Caroline Test-rose, called often now in the trade the "Portland rose." Though it might as appropriately be called the Salem rose, for our parkings here are adorned with miles of these blooms. He is a florist and produces flowers for the New York market. Clifton, N. J., is only about 13 miles and 20 minutes from Broadway, New York. Both Mr. Simpson and his daughter were pleased with Salem and the surrounding country. They had been attending the national convention of florists at Los Angeles. He brought an umbrella with him, but it had not been opened when he left Salem. He will be able to testify that it does not rain 13 months in the year in Oregon, as the detractors of this state have in the past been prone to state.

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Fast Through Freight to All Valley Points Daily.  
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### Locust Plague in Germany Used as Source of Fertilizer

BOCHOLT, Germany, Aug. 30.—A plague of locusts has brought a new industry to this region where the insects have been gathered by the ton and oil extracted from their bodies. The locusts came over the frontier from Holland, by countless billions, and were caught by women and boys with great baskets.

The oil is intended for airplane motors and is said to be particularly adaptable for winter flying because it does not congeal in low temperatures. Good, fat locusts retailed at about one-fourth of a cent a pound. After the insects passed through oil extraction process the refuse was used as fertilizer.

### Insurance Department showing More Receipts

Due mainly to a new law whereby insurance companies pay the state a 2 1/2 per cent on gross pre-

miums received instead of 2.5 per cent on net premiums, receipts of the state insurance department have increased heavily in the last biennium and a much larger increase is expected in the next biennium. The new law did not become effective until this year.

The budget estimate filed by Will Moore, state insurance commissioner, with Carle Abrams, secretary of the state budget commission shows the following figures:

Total estimated expenditures for biennium of 1925-1926, \$59,186.78.  
Estimated requirements for 1925-1926, \$60,100.  
Total receipts for biennium of 1921-1922, \$669,683.04.

**OREGON CAVES RESORT**  
GRANTS PASS, OREGON  
NOW OPEN—AT THE CAVES  
Kitchen and Dining Room in Charge of Members of the Home Economics Department, Oregon Agricultural College.

Estimated total receipts for 1923-1924, \$886,425.93.  
Estimated receipts for 1925-1926, \$1,142,976.

### Palmtree Funeral to Be Held at Silverton Today

SILVERTON, Ore., Aug. 30.—(Special to The Statesman.)

Henry Palmateer, a long time Silverton resident, died after a short illness at his home on East Hill, Friday morning. His son, Oral of Salem, and daughter, Miss Winifred Palmateer of Portland, were both at home at the time of his death. Funeral services will be held from the Christian church Sunday afternoon.

Read the Classified Ads.

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Renner's Clothes are the Mark of Creditable Distinction.



### VISIT THE NEWPORT BEACHES

And use this road log. It will tell you the exact condition of the highway from Salem to Newport

LEAVING Salem you follow the Pacific Highway to Jefferson which is 18 miles from Salem, then on to Albany 10 miles farther. This portion of the trip is all on paving and the streets of the towns are plainly marked with highway signs so you cannot miss the road.

The bridge at Albany is closed, so you turn to the left at the foot of the bridge and take the east side route to Corvallis, 37 miles from Salem. This is an excellent gravel road.

Follow the Newport highway signs out of Corvallis and you will find a gravel road taking you into Philomath, 45.5 miles from Salem.

**LUNCHES**  
Confectionery, Fountain Drinks, Milk and Cream  
Bakery with home-cooked products, pies, cakes, and other good things.  
**POLLYANNA CAFE**  
Philomath, Oregon.

After leaving Philomath the road is slightly rough for the first few miles but one is comfortable at a speed of about 25 miles. About 12 miles from Philomath proceed more carefully, as there is a rock crusher and a bridge under construction, both requiring short detours of a few feet on a rather narrow road.

After these detours the road is excellent and fairly straight into Eddyville, which 75.1 miles from Salem. This portion of the road follows in succession the Marys, Little Elk, and Yaquina rivers. Anyone wishing to tarry and fish for a short time should stop and ask Mr. Manch, proprietor of the service station and store in Eddyville to direct them as there is excellent fishing.

**EDWARD MAUCH**  
Service Station, Garage,  
General Merchandise  
C. T. C. & Goodyear Tires  
Eddyville, Oregon  
The halfway station between Corvallis and Newport

From Eddyville to Toledo which is 93.2 miles from Salem, the highway is freshly graveled and a wonderfully scenic trip. The fact that there are numerous curves and rather heavy traffic requires that you exercise caution.

On reaching the outskirts of Newport, if you wish to go to Agate Beach turn to the right at the first service station that you reach and follow the plank road for three miles. If you wish to go to Nye Beach follow the highway into town until you reach the stage terminal, 100 miles from Salem, then turn to the right and follow the plank, or if you wish to go to the downtown section turn to the left at the terminal and follow the plank.

### Carrier Pigeons Prefer Ships To Flight Across Channel

BREMERHAVEN, Germany, July 21.—American ships seldom make the trip between Bremerhaven and Southampton without having carrier pigeons as passengers. The crews of the shipping board vessels have made a practice of supplying the tired carriers with food and water, and they seem to have learned to identify the American flag and make for

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"Where Highway and City Meet"  
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Mrs. Push of Corvallis, in charge of dining room. Rates \$2.50 per day (meals and bed). One block from post-office.  
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Opposite Hotel Gilmore at Nye Beach  
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Newly furnished housekeeping rooms in connection

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