

The Oregon Statesman

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SELF DENIAL.—Whoever will come after me, let him deny himself, and take up his cross, and follow me. For whoever will save his life shall lose it; but whoever shall lose his life for my sake and the gospel's, the same shall save it. Mark 8: 34, 35.

A LAST WORD

The quota of Salem towards the second linen mill to be built here should be finished tomorrow—

For the sake of the reputation of our city, and in order that the example may be set to the other cities working to aid us in securing this mill—

Though there is no just fault to be found with what has already been done here. The committees deserve all praise for the way they have worked, and the people who have made their pledges have put all the rest of us who have a stake in Salem or its future under obligations to them—

For, without any doubt whatever, this linen mill development here is the biggest thing that has ever happened to Salem and the surrounding country; in fact, to this whole valley.

ALWAYS WILL BE TROUBLE

(Springfield, Mass., Republican.)

The trouble with the bill to establish new registration fees for motor trucks is that the fees are not high enough. Yet the bill is opposed by truck owners. If it were not for motor trucks there would be little or no need of concrete highways. Except for minor repairs and the mending required by frost upheavals, our macadamized highways would last indefinitely under the traffic of passenger automobiles and light delivery wagons. If the actual cost of road building due directly to the heavier trucks were to be assessed against them in the form of registration fees, the fees now proposed would be only a minor fraction of those which the truck owners would have to pay. These are demonstrable facts which sooner or later must be given due importance.

The above from the Springfield Republican is but a sample of the battle that is going on all over the country—

In Oregon as in other states with paved highways. It will go on indefinitely, for there will always be a tendency of the men operating freight trucks to overload, and to exceed the safe speed limit—safe for the roads over which they travel. No matter what the limit in either case, there will be those who will disregard it.

The Springfield Republican is mistaken in the assertion that macadamized highways would have served under the traffic of passenger automobiles and light delivery wagons. They would have served the wide tire age that was being ushered in when the pneumatic tire age cut it short—

And then roads with a binding surface became necessary. The sucking of pneumatic tires, even on passenger automobiles and delivery wagons, will destroy any macadam road; excepting with a repair force more expensive than the difference in interest on the cost of roads with binding surfaces.

The ultimate best road is not here yet. It is a long way in the future. It may be a rubber surfaced road, using hard rubber similar to that on the solid rubber tires of trucks.

And all the way up there will always be trouble with heavy trucks—

And they will probably never bear their proper proportionate share of the first cost and upkeep of the highways. That would make the cost of carrying freight on the highways prohibitive.

PROHIBITION STATUS

Every now and then some misguided individual breaks into print with the declaration or suggestion that prohibition is a failure. This in fact is one of the devious methods employed against the Volstead act by those who fought prohibition while it was becoming law and by those who have made every effort possible to evade it since it has been a part of the statutes and the constitution.

Prohibition is law whose enforcement is the duty of every citizen. Can then any person who aids the bootleg or moonshine gentry by opposing directly or indirectly the government's efforts at its enforcement be either patriotic or law abiding? One of the most effective means by which any law may be rendered ineffective is ridicule. Another effective means to the same end is to emphasize every infraction of the law. And both of these methods are being employed persistently by the opponents of the present law.

The fight made by officials, by law abiding citizens and by the prohibition press is a struggle for order, for morals, for thrift, for home and human happiness. Gossip over the truth as you will with prating about personal liberty, domestic rights, and prevalence of drinking, the fact remains that the enemies of prohibition are fighting the fight of vice and corruption against all that is best and that promises most of happiness and harmony in human life.

The bankers, building and loan association executives, grocers and other retail merchants know that there has been more money for the home and for their business since booze has been outlawed. School and college heads know that since the breweries and saloons were ordered closed under state and national laws that children have been better clothed and better fed as a whole and that the higher educational institutions have been fairly swamped with students. Thous-

ands of homes that were formerly in poverty are well-to-do since the heads of the families cannot spend their money in the saloons.

If prohibition is a failure why so desperate effort to evade the law or to make it ineffective by ridicule or false propaganda in which it is proclaimed a failure?

Increased output has resulted in industry throughout the country as a result of prohibition. Of this the paper manufacturing plants of Oregon, the steel plants of Illinois and the glass factories of the East are examples.

The fact that liquor is still to be had in limited quantities and that there are those unfortunate enough to drink it does not mean prohibition is a failure. Nor can frequent booze cases in our courts be fairly interpreted to mean that the law cannot be or will not be enforced as well or even better than most of the laws now on our statute books are enforced.

Booze is fighting desperately against law and decency. And the more scarce it becomes and the more completely the laws are enforced the more desperate the chances which the bootleggers and bootleggers will take to evade the law. Meanwhile every citizen who really desires obedience to ALL law will insist by both deed and word upon prohibition enforcement.

MY MARRIAGE PROBLEMS

Adole Garrison's New Phase of REVELATIONS OF A WIFE

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CHAPTER 461

THE WAY MADGE MANAGED TO MASK HER NERVOUS FEARS

With a shrill of protesting brakes the gray limousine came to a stop a yard or two past me, for its speed in pursuing my small car had been such that stopping its momentum was no easy matter.

The big man came out on the running board, as the chauffeur put his engine in reverse, and backed the big car close to mine. I sat watching them with the feelings of a trapped animal. I did not fear immediate death, unless the hatred of Grace Draper should break through her poise. I was sure her beauty of face and gentleness of soul was hidden beneath the fashionable yashmak-veil of the woman I had seen in the limousine. But I could not help remembering Lillian's sinister suggestion that the gang which included Smith would not balk at torture to find the paper containing the secret formula my father had invented, and I am not ashamed to confess that I had the sensation of being closely wrapped in ice.

But there was only one thing left to me—to play the game. I would let them see no rattling. I grimly decided, until it was no longer possible for me to stand firm—I had no illusions as to my behavior under physical pain, for I am an ardent coward in a dentist's chair. But I knew that they would carry me to some safer place than the broad boulevard which links one end of Long Island with the other before beginning any action other than getting me into the other car, and some miracle might happen before then.

It behooved me to keep every sense alert, and let no word or action of the companions forced on me lead me into forgetting my watch of the road.

"Get in Here," I folded my hands on the wheel, and looked with cool inquiry at the big man who, with red, angry face, jumped to my running board when the car had stopped, and seized my arm roughly.

"Get in here," he said savagely. "You won't yell, if you know what's good for you."

"I haven't the slightest intention of yelling," I said, "and I shall be charmed to go with you. Your car is much more comfortable than mine, a great deal speedier, and I shall reach my destination far more quickly. It would probably have taken me several days to find your interesting lair which now I shall reach before—"

"Shut your trap!" the man growled. "That sort of talk won't get you anything." But I had seen the quick, furtive, almost alarmed glance which he had shot at the woman behind the yashmak-veil, had seen her almost imperceptible gesture in reply, and this year, the lower prices speed up consumption. The carry-over is so large that present prices are not likely to advance much, if any. It will depend somewhat on the way the plantings come on. They have been having a bad

"You'll get in quietly," he said. "Of course," I returned. "Will you please transfer my things, or are you forbidden any courtesies?"

Minute Directions. The man looked at the woman again, and again she bent her head, this time in a nod of permission. But I saw her eyes narrow at my aunt, and I was more than ever convinced that the eyes were those of Grace Draper.

The chauffeur put out his hand courteously enough to lift me down, but kept his hand firmly on my arm until I was safe inside the big limousine. The yashmak-veiled woman made room for me

on the seat beside her, and when I pressed back into the corner as far away from her as I could get, she gave a little malicious chuckle, impossible to identify, but which was strongly reminiscent to me of Grace Draper's laugh.

The big man and the chauffeur packed my luggage into the limousine, and then the big man, as if by pre-arrangement, took his seat behind the wheel of the limousine, while the chauffeur climbed into the seat I had just vacated.

"The first opening you can see that you can drive her into the wood, do it," directed the big man. "Don't be afraid of smashing the cursed thing—but be sure it can't be seen readily. If you hear me honk three times you'll know there's somebody behind us, and lay off until I honk twice to show all's clear again. I'll be right behind you, and will wait in the road, pretending to fix the engine until you come out of the woods."

There was no need of the honking. No one passed, and we had gone but few yards when we came upon the entrance to a winding wood path, too narrow it seemed for even my small car. But with infinite skill the chauffeur guided it into the twisting path, disappeared from view, and in two or three minutes we heard a crashing, rending sound, which made even the impassive woman start behind her yashmak-veil, and set the big man to muttering cursing, which I saw held distinct worry for the chauffeur.

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Bits For Breakfast

Glorious rains— Good for nearly all crops—

And especially good for the flax. If we should have no more rain at all till harvest, the flax crop here would be much better than last year. And we have missed our "usual June rains" only once or twice since the country was settled. To say nothing of showers yet to come in May.

The shortage of our fruit crop will be bad enough. But there will be a lot more fruit than the alarmists have been predicting.

Tomorrow is the day on which the Salem quota for the second linen mill is supposed to be finished. And that will be glorious news to broadcast; to tell the world.

The Bits for Breakfast man was asked yesterday if he thought the present low price of sugar would remain; would it go lower or get higher later in the season? The present wholesale price of sugar in Salem is 6 1/2 cents a pound, but some merchants are selling it as low as 6.23 a hundred pounds, as a leader. They know best why they do this. The world produced 23,000,000 long tons of sugar last year; an increase over the year before of 3,000,000 long tons; the greatest increase ever made in a single year. The sugar-producing nations of the world are generally increasing their plantings, both of cane and beets; that is the nations of the northern hemisphere, while the southern hemisphere is now grinding its sugar, and is buying less from the northern hemisphere than last year. But the whole world is treating more and more sugar; the people of the United States consumed 4,500,000 tons in 1923. They consumed 5,000,000 tons (long tons) last year, and they are expected to get away with 5,300,000 long tons this year. The lower prices speed up consumption. The carry-over is so large that present prices are not likely to advance much, if any. It will depend somewhat on the way the plantings come on. They have been having a bad

ROME—A special music course exclusively for American students will be given this summer in the grounds of the famous Villa d'Este at Tivoli, one of the marvels of Italian landscape gardening. The course will open July 13 and continue until September 12. Among the noted instructors are Respighi, Consolo, Corti and Signorina Valeri for composition, piano, violin and singing, respectively.

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