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July 24, 1925
WHY WILL YE DIE?—As I live, saith the Lord God, I have no pleasure in the death of the wicked. . . . Turn ye, turn ye from your evil ways; for why will ye die, O house of Israel? Ezekiel 33:11.

FOR A CONSTRUCTIVE POLICY

Too much is being said about the over production of our farming lands; about the failure of our irrigation projects; about the misfortunes of the men on our farms—

There is too much of the spirit of pessimism and too little of the spirit of optimism; the true American spirit that has done things and ought still to do things—

Too much tearing down talk and too little building up talk.

There will be no failures of our irrigation projects if the right people are put onto the lands and helped to grow the right crops.

There will be no over production if the United States will become self sufficient; if our people will produce the four millions of tons of sugar that we bring in from other countries; and the half of all the wool we consume, and nearly all the linen products, and the starch products, and a thousand other products.

If we will make the country self sufficient, we will have no grain and few food products to export—

And on the contrary we will have to import grains from other countries; from countries having large areas of cheap lands.

Senator Chas. L. McNary has the right idea. His plan is to have the reclamation projects operated under a plan of a revolving fund. That is what a private company owning vast tracts of swamp and desert and timber and other lands would do.

The whole country needs a constructive policy. Then there will be no over production. And the United States will ere long become self sufficient.

CUTTING STATE EXPENSE

Notice has been issued by Sam A. Kozar, secretary of state, that claims for the use of private automobiles on a mileage basis while used on state business will not be allowed at the regular ten-cent rate heretofore charged, where there are other immediate and convenient means of transportation between the necessary points of travel. Convenient means of transportation includes, of course, stages and railways.

The Secretary rules further that where private conveyances are used in lieu of railway or bus transportation only the regular fare charged by the latter two means of transportation will be allowed; and the right to use the private auto must be sustained by affidavit.

The practice of state officials using their own private cars while engaged in state business and charging for their use ten cents per mile, grew up with the improvement of the highways and the increased use of private owned autos and public utility auto busses.

With the cost of transportation of the bus lines from Salem to Portland and return at \$2.40 or to Oregon City and return at \$2.00 and the private cars costing the state \$10.00 and \$7.60 for the round trip from Salem to Portland and Oregon City respectively the action of the Secretary of State is obviously in the interest of the state.

The plea of time saving by use of the private auto is not very convincing since the busses make the trip between the capitol and the metropolis nearly as quickly as the laws of the state permit any auto to make it. And it is unthinkable that any staid and stately state official would ever think of exceeding or unthinkingly exceed the speed limit while engaged in state business.

Mr. Kozar will in thus limiting state expenses to absolute necessity increase public confidence not only in the efficiency of his own department but in state service in general.

THE "STRING" GIFT

It is reported that solicitors have been giving away very attractive sets of encyclopedias with a highly colored and expensive "string" attached. The "string" is in the nature of a signed agreement on the part of the recipient of the precious gift to pay a certain liberal sum for future information service.

The transaction is said to be a shining example of human desire to obtain something for nothing. And, as usual, the result is likely to be something for a big price. Just why any one should be urged to pay for "information" from an organization located at a distant place when the same and other information limited to no one set of authors may be obtained at the home or from the state library from trained librarians, courteous and prompt, in furnishing any and all information contained in a score of encyclopedias, is inexplicable upon other grounds than Barnum's description of the public's submission to hoax.

An encyclopedia is a valuable addition to the home—usually a very appropriate gift and it contains in itself a world of information without additional correspondence or expense.

The endorsement of the plan by Superintendent Churchill and Cornelia Marvin—state librarian—are declared, by the latter, unauthorized.

MY HUSBAND'S LOVE

Adelle Garrison's New Phase of REVELATIONS OF A WIFE

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 CHAPTER F-66

THE VERY HUMAN NEED THAT DROVE MADGE IN SEARCH OF KATHERINE

The sound which came over the telephone wires when I gave Alfred Durkee Katherine Bickett's tender reassuring message to his mother was very like a hastily strangled sob, and my anger against him on account of Bess Dean rapidly departed.

That he was keenly suffering because of his idolized little mother's danger, I knew, and I was sure that until her convalescence was assured, there would be no thought of anyone else in his mind. It would be Lella's inings distinctly did she but grasp the opportunity to devote herself wholly to her mother-in-law, putting aside her own troublesome problems until the shadow hovering over the little household should be dispelled or—I brought myself back with a shudder from that thought, as Alfred's voice again over the wire.

"That's the message needed to make me feel all right again," he said boyishly. "Mother CAN'T go wrong if Dr. Braithwaite and Katherine have her in charge. I'm not going to try to thank you, Madge, now. I haven't words, but—"

"I'll consider all the bouquets sent," I answered lightly. "And as there will be no preparations made until we hear from Edwin, your mother will not need to see me today, will she?"

"I Need to Know."
 "We all need to see you every day," he responded gallantly, "but you will have your hands full out there, won't you?"

"I shall have to stay here now, anyway, until I get word from Edwin," I returned, "but if your mother needs me, advise me directly. And—keep her busy thinking about everything else save what is before her."

"I'm going to clear up at the office now, after telephoning Lella your news," he said decisively. "And I'm not going down again except for an hour or two when it is imperative until this thing is over. I've a lot of work I can do at home anyway, and I can keep Mother from getting morbid."

"When will you reach home?" I asked. "I need to know so I can telephone you what I hear from Edwin."

"Just a second," he returned, and I knew that he was studying his watch, in the absurd unseeing fashion most people have in calculating time.

Madge Drafts a Telegram.
 "I shall take that 3:15," he said. "That will bring me out to the house by 4:20 at the latest."
 "Then, if I have news, I'll telephone you within half an hour after that time," I decided. "Now"

The annual sheep Slogan number will be next Thursday. The Slogan man has to prove that this is the best sheep country in the world, and he wants your help, if you can help.

BILLY'S UNCLE



DOROTHY DARNIT



DINNER STORIES

A planter down in Kentucky had a mule driver. He handed him a brand-new blacksnake whip, climbed up on a seat behind a pair of mules, and asked the darkey if he could use the whip. Without a word the mule-driver drew the black lash between his fingers, swung it over his head, and flicked a beautiful butterfly from a clover blossom alongside the road over which they were traveling.

"That isn't so bad," remarked the planter. "Can you hit that honeybee over there?"

Again the negro swung the whip and the honeybee fell dead. Noting a pair of bumblebees on still another blossom, the negro switched them out of existence with the cracker of his new blacksnake, and drew further admiration from his new employer.

A little farther along the planter spied a horse's nest in a bush beside the highway. Two or three hornets were assembled at the entrance to the nest.

"Can you hit them, Sam?" he inquired, pointing to the hornets.

"Yes, sah, I kin," replied the negro, "but I ain't agoin' to; dey's organized."

A story is being told of the engagement of an additional chorus man for a musical production.

The male chorus in the show are mainly mounted police and frontiersmen, for the action of the musical comedy takes place in Northwest Canada.

Out of the 200 applicants for the position one was selected because of his excellent voice. He was duly brought before the "powers that be" and promptly turned down as looking "nothing like the part."

The producer was keen to have him and made inquiries as to his previous stage experience. Imagine his surprise when the man replied: "I haven't done much acting lately—I've spent my last five years in the Canadian Northwest mounted police!"

A Washington man, while motoring through Virginia, stopped one day at a toll bridge he had often passed over and found a new keeper in charge.

"Where's the man who used to act as keeper here?" asked the motorist.

"He's dead sir," was the reply. "Dead?" Poor fellow! Joined the great majority, eh?"

"Well," said the new keeper, cautiously, "I wouldn't like to say that, sir. He was a good enough man, as far as I know!"

The evening lesson was from the book of Job, and the minister had just read, "Ye, the light of the wicked shall be put out," when immediately the church was in total darkness.

"Brethren," said the minister with scarcely a moment's pause, "in view of the sudden and startling fulfillment of this prophecy we will spend a few minutes in silent prayer for the electric lighting company."

EDITORIALS OF THE PEOPLE

House Numbers and Auto Parking Editor Statesman:

Two live issues confronting the people of Salem; the auto parking promises to be settled in the immediate future, the first and most

important to any mind, and the one that causes the most comment is the incorrect and unsystematic numbering of the dwellings throughout the city. In case of fire, a call for a doctor or a visit by a stranger or sometimes one that has lived here 25 or 50 years, confusion prevails and except for lots of perseverance they would give up in despair and go away without finding the house or party they were looking for.

I am going to recite an instance that has come under my observation just recently. I have in mind a new house erected on a certain street in this city on or about May 1, 1925. The permit was taken out in regular order, numbers given by the deputy city recorder and placed on building at the time of completion. This course two numbers, one section building has two entrances and of used as a residence, the other as a barber shop. The first week the mail carrier questioned the numbers being right and suggested they be changed. A few days later one of the inspectors from the postoffice informed the occupants the numbers as given by the city recorder's office and appearing on said permit was wrong, thereupon the owner went to the city recorder's office the second time, and after careful investigation by both deputy and city recorder was assured that numbers as given were correct. I also consulted the assistant postmaster and his map showed me to be right, but he be-

lieved the map not just right on account of meandering of a small creek that cuts through the blocks at this section.

Now the last but not least comes the mayor and tells the lady who is renting the residence part that the numbers should be changed from 620-4 North Seventeenth St. to 520-4 North Seventeenth. The map of the city of Salem shows the house to be in the 600 block. What can a person do, and who has authority to give numbers for our houses, if not the city recorder? I am cooking for the government next week and if he says I am wrong I am going to change the number even if the maps do say I am right.

By way of explanation, I will say in this one block there are three or four houses in the 500 block, two in the 600 block, three or four in the 700 block and some in the 800 block.

Cambridge Restricts Use of Autos by the Students

CAMBRIDGE—Stringent regulations have been adopted by the university authorities to prevent motoring by undergraduates during the morning because the noise disturbs lectures. A ban has also been put on night "joy riding."

Regulations adopted by the senate, to become effective in October prohibit the use of motorcars by undergraduates during their first term of residence; the use of all motor vehicles by any students be-



WAGES
 A COOLIE works ten or twelve hours a day. If he carries all he can, he moves one ton one mile in one day. For that, he receives twenty cents. "Cheap labor," you say.

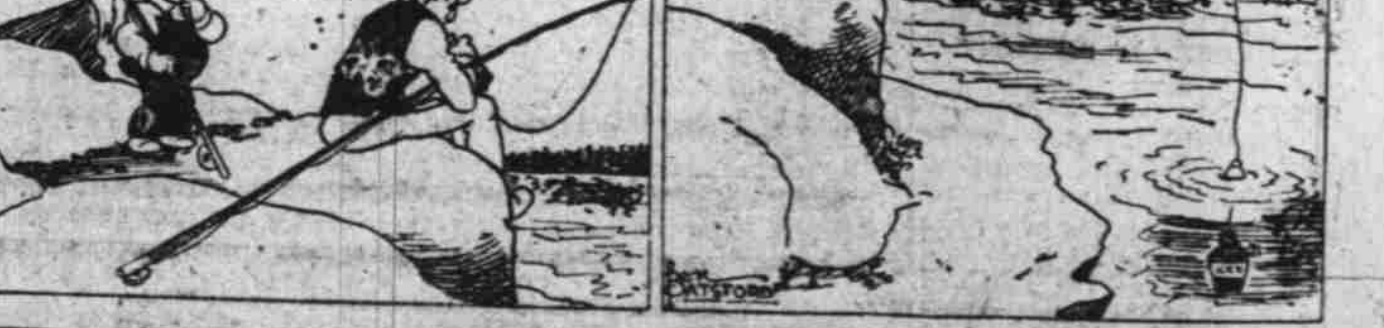
Not cheap labor. Not at all. For in America, we move one ton one mile for less than one cent. The coolie laborer receives small wages and accomplishes little. The American workman is well paid and accomplishes much. For he is, in fact, a foreman. Under his direction are powerful workers, electric motors and conveyors,

which do the heavy labor for him. America has in its service as much electrical energy as the rest of the world combined. And, through the efficiency of the electric light and power companies, the cost of this electrical energy has been kept amazingly low. (See the little chart.)

Plenty of electricity and cheap electricity—these are two great advantages which America enjoys over the rest of the world. They help to explain why we can have our high wages, our quantity production, and our low costs.

Portland Electric Power Company

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By Charles McManus

