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THE GLAD AWAKENING:—As for me, I will behold thy face in righteousness: I shall be satisfied, when I awake, with thy likeness. Psalm 17:15.

PRICE OF NATIONAL MORAL COWARDICE

(American Economist.)

"The United States government owns 6,000,000 gross tons of vessels each of 1000 tons and over, the replacement value of which would be about \$600,000,000 and the actual sales value of which to private parties would probably be fully \$500,000,000 if the ships were adequately protected against foreign competition. Lacking such protection, however, the shipping board is selling its ships at an average price of about one-tenth their replacement value. At the average of recent sales the ships would net the government about \$60,000,000, if it could sell all of them, but it could scarcely sell the great bulk of them for their value as junk, simply because this country lacks the courage to adopt an effective protective shipping policy.

"Rather than adequately protect our ships against foreign competition and thus find a ready market for them at their replacement value, less depreciation on account of age, the government is ready to sacrifice about \$440,000,000—a pretty large indirect subsidy, and a large price to pay for national moral cowardice."

The American Economist is right in the above. Four hundred and forty millions of dollars is a large price to pay for national moral cowardice.

But that is not all our government is paying for national moral cowardice; not by many mounting millions.

It is paying for national moral cowardice all the millions that the government is spending in running the ships of the federal fleet, above the money taken in for freight charges and passenger fares.

The same national moral cowardice is depriving our people of the vast benefits that would come from the building up of an adequate American merchant marine, to carry the products of our country to all the world markets.

There is only one right way to accomplish this, and that is the way it was accomplished by the founders of our Republic who in their wisdom enacted laws giving preference in tariff duties to goods carried in American bottoms.

That policy enabled the building up of an American merchant marine, before the Civil war, that was the pride of our own people and the envy of all other peoples.

And the same legislation will do it again—Without any charge upon the federal treasury, but with additional revenues, and with added measures of protection to our capital and labor.

In the name of common sense, why do not our leaders at Washington, with one accord, enact this necessary legislation, and quit mooning about what to do or not to do with the present government fleet on the high seas and the idle ships that are rotting at the various ports of the country?

DON'T SOFT PEDAL

There should be no question about the purpose in the proposed purchase of the present water plant. It is inconceivable that the citizens of Salem should want to purchase the present plant and then be obliged to drink from the city-owned plant the same kind of river water they are now obliged to drink.

The purchase of the present plant should be clearly understood and intended as the first and necessary step toward obtaining pure mountain water.

Dissension over matters of procedure in the program toward the purchase of the plant is a sure means of defeating the whole project.

And mountain water would be the greatest advertisement and economic asset that Salem could possibly obtain. Given the opportunity to purchase the plant the citizens of this city will be ready to vote clearly their desires for a better supply.

NAVY TAKES COUNT OF AIR TRAGEDIES

(Continued from page 1)

has suffered three reverses in recent weeks—the failure of its expedition to achieve its major mission with Commander MacMillan in the Arctic, the unsuccessful termination of the Hawaiian flight, and the destruction of the Shenandoah—officers recalled that all worth-while accomplishments were to be had only for a price, and that in the past as now, the price paid by the air service had been a dear one.

The lessons of recent weeks, however, led Secretary Wilbur today to express conviction that the Atlantic and Pacific oceans were still the best bulwarks of the United States and that this country had little to fear from enemy aircraft not operating from this continent. The time has not arrived, he held, when aircraft can with impunity cross great stretches of water or operate at will under all conditions.

While Secretary Wilbur declined to confirm or deny a report that the Lakehurst station would be closed, he said the navy department had had under consideration a plan for both the Shenandoah and the Los Angeles which would not be affected by the loss of the former, except that there would be one less ship involved. At the same time, he said, no definite offer had been received from

The only reason it has been planned to undertake the flight at this time, he explained, was because the ships had been in position for the non-stop flights of the two PN-9 planes to Hawaii. Many of these ships are now bending all energies to the search for the missing PN-9 No. 1, and would have little opportunity to protect the PB-1. Besides, Mr. Wilbur said, it was known that the PB-1 can do, and there will be ample time for further tests with it on the west coast.

The wreck of the Shenandoah, Mr. Wilbur declared, was a tragic demonstration that dirigibles as well as balloons are merely bubbles of gas in the atmosphere, ruptures of which must bring disaster.

"It was one of those accidents we must anticipate and attempt to avoid," he said.

The loss of many officers and men whom he knew personally, he added, made the disaster a very personal one to him.

The Shenandoah had one of the most beautiful careers of any lighter than air craft in any country. In its life of one day short of two years from its trial flight on Sept. 4, 1923, it covered nearly 30,000 miles, a distance unequaled by any other dirigible, officials said, although they did not have available comparative statistics on the subject.

Expected to be serviceable for at least five years, it did not complete half that span, yet it made a number of flights into the interior and one across the continent and along the west coast.

Unlike the Los Angeles, it had never made a voyage for any considerable distance over the ocean.

Regarded as an excellent ship, it was in some respects an old model for it was designed from the basic plans of the German dirigible L-49, which fell in France late in the war after it had been built in 1916. The Shenandoah, however, was made much stronger than the L-49. The Los Angeles is a much later type and is regarded as the better craft. For one thing, it was said today by C. P. Burgess, a civilian aeronautical engineer who assisted in designing it, the Los Angeles is "shorter and fatter," and the tendency now is to build dirigibles "short and fat." A great volume and strength is held to result from this design.

Mr. Burgess said there was necessarily a point of maximum strain in any craft, and it was not surprising, therefore, that the Shenandoah when she did not buckle, broke in pieces. Its point of greatest strain, he said, was about two-thirds back from the bow.

The chief designer of the Shenandoah was Commander J. C. Hunsaker, now naval attaché at London. The plan was approved by a committee appointed by the naval advisory committee on aeronautics before the craft was constructed at a cost of \$2,000,000 at Philadelphia and Lakehurst.

AUDITORIUM PLANNED

SPOKANE, Sept. 3.—The question of construction of a municipal auditorium will be placed on the special school election ballot next March, it was decided at a meeting of the city commissioners here today. The size and cost of the proposed auditorium were not discussed at the meeting.

The reason why a child does so many cute things is because it's yours.

Bits For Breakfast

It is wonderfully beautiful—

The new home of the Salem Elks—

And a credit to the capital city, which is becoming more and more the City Beautiful.

The Y. M. C. A. employment department found jobs for 650 people in August. The official board of the "Y" is wondering how this department is to be taken care of in the new building, which will be occupied about January 1. In some way, the department ought to be continued, and with even greater attention to detail. It is needed by the jobless, and by those looking for workers. That is the kind of service for which the Y. M. C. A. should stand. Its mission is to be of use in all possible ways.

The hop yards in which attention is given to the welfare of the workers, men, women and children, have plenty of pickers. Some other growers are sadly in need of pickers. In the Liversley yard below Salem, the Lake Brook yard, the Y. M. C. A. has charge of the welfare work. There is something doing in the way of entertainment every night—and something going on all day on Sundays. The owners of most of the big yards now gladly assist in welcoming the welfare workers. It pays, in a material way, to say nothing of the good accomplished in a moral way.

Talking about the city buying the water works—everybody's doing it. And the movement is going to succeed. Then there will be a demand for mountain water, of course. Did you know that some of our people believe artesian water might be the thing for Salem? The city of Aurora bored for water, not expecting an artesian supply. But they got that kind, and it is as good as Bull Run water. It is as pure as water can be; and it is cool, in summer as well as in winter. That kind of water should be a wonderful asset for any city.

The University of Wisconsin refuses money from the Rockefeller fund. A Wisconsin professor turns down a decoration from the king of Norway. Now young Bob La Follette is doubtless wondering whether the people will not perhaps disclaim a dynasty.

EDITORIALS OF THE PEOPLE

Good Writing

Editor Statesman: In a recent issue of The Statesman I see Will Carver puts ashes on his head and walls in the manner of hired mourners over the recent utterances of Ella McMunn, in reference to the youth of Murray boy.

Ella McMunn sees the subject from the tender, compassionate, woman side of the question. Will Carver sees the subject from the "eye for an eye and tooth for a tooth" standpoint.

Putting all hair-splitting to one side, the piece about young Murray, which is the present storm center, is without doubt THE FINEST PIECE OF IMAGINATIVE WRITING APPEARING IN THE OREGON PRESS THIS YEAR!

MOTHER OF FIVE.
Salem, Or., Sept. 3, 1925.

WORKMEN ASK OVERTIME

APPEAL IS MADE TO STATE BOARD OF CONTROL

Workmen employed at the boys' training school near Woodburn appeared before the board of control Thursday with the grievance that Settersgren Bros., contractors, had not lived up to the terms of the contract which called for double pay for overtime. For a while, they declared, time and a half was paid but lately they were forced to work overtime on straight pay. No action will be taken until the board has heard the contractors' statement.

The board voted a salary increase from \$100 to \$125 to the matron and head nurse at the state tubercular hospital and allowed the employment of a carpenter at \$75 a month. Dr. G. C. Bellinger, superintendent, asked for a bookkeeper but his request was denied.

FLIGHT IS POSTPONED

PB-1 NOT TO LEAVE UNTIL OTHER SHIP IS FOUND

SAN FRANCISCO, Sept. 2.—(By Associated Press).—Captain Stanford E. Moses, commander in charge of the Hawaiian flight, announced here late today that because of weather conditions the projected flight of the PB-1 plane which was to have taken off at 2 o'clock tomorrow for Honolulu has been postponed.

The announcement of the post-

ponement to an indefinite date was followed by a statement that as yet no message has been received from Secretary Wilbur who earlier in the day was quoted in press dispatches as having said he would not be disposed toward the PB-1's flight if the fate of the men on the missing PN-9 No. 1 had not been learned.

Deferring of the flight at this time does not mean that a non-stop attempt will not be made later, Captain Moses said.

Postponement will be from day to day, he said.

"We will have a new weather report tomorrow and if other conditions permit we may revise plans for it soon. At the present time a storm off the California coast has run out a distance of 1200 miles so it apparently would be unwise to consider starting out on such a project at this time."

RANCHERS REPAY LOANS

That the state will not lose a dollar of the money advanced to wheat farmers in eastern Oregon for re-seeding purposes is indicated by reports to the board of control showing that of the \$396,431 loaned, nearly one-half has been repaid. The prediction is based upon a recent survey.

Final payments are not due until January 1, 1926, and no further loans will be made. As fast as the money is repaid it is turned back to the World War veterans' state aid fund and reinvested in securities.

AL SMITH IS DENOUNCED

HEARST RESENTS CHARGE THAT STATEMENT WAS LIE

NEW YORK, Sept. 3.—(By Associated Press).—William Randolph Hearst tonight countered Governor Smith's denunciatory letter of last night by reiterating his charge that the governor dragged in the Ku Klux Klan in opposing Mayor Hylan's campaign for reelection and by repeating his statement that Governor Smith connived with William G. McAdoo to bring about the nomination of John W. Davis at the last democratic national convention.

In a statement telegraphed from Los Angeles, Joseph A. Moore of the New York American, Mr. Hearst's caustically replied to what he characterized as a vulgar trade that any resident of Billingsgate or any occupant of the alcoholic ward in Bellevue could have written.

Governor Smith in his statement had referred to the earlier charges of Mr. Hearst in his local newspaper by saying:

"Mr. Hearst's entire statement is a lie."

"Governor Smith declared he did not say that Mayor Hylan was

a Ku-Kluxer; he merely intimated it," Mr. Hearst wrote. "The difference in statement is only of trickery and cowardice. Either Mayor Hylan is a Ku Kluxer or he isn't. If he is one, Governor Smith should have had the courage to say so directly. If he is not one Governor Smith should not have shown the contemptible political trickery to imply it indirectly."

PIONEER PRIEST CALLED

FATHER T. J. PURCELL, 68, ACTIVE IN MISSIONS

WALLACE, Idaho, Sept. 3.—(By Associated Press).—Father Thomas J. Purcell, 68, one of the best known Catholic priests in the Pacific northwest, died here late today. Father Purcell constructed 15 churches in northern Idaho, the first at Bonners Ferry in 1898 and the last at Burke in 1924.

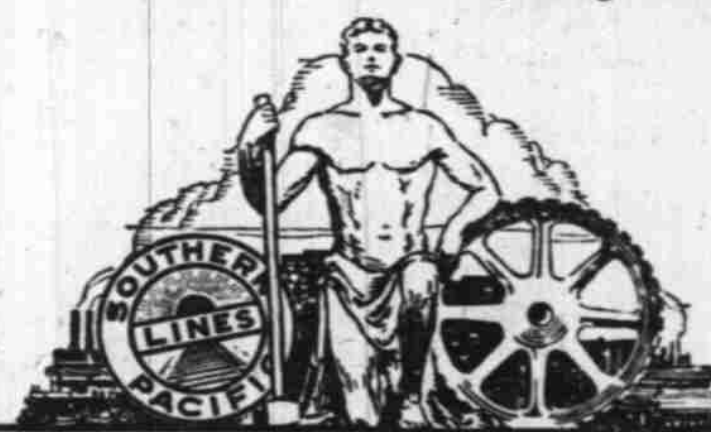
He first came to Idaho in 1883 and settled at Pocatello, later going to American Falls and then to Bozeman, Mont. He left Montana to study at Montreal, Can., and was ordained there in 1896. Father Purcell returned to northern Idaho at the end of 1896 when he started his years of work for the church.

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2 for 25c

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Small size
8c each—2 for 15c

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The neatest riding pants made, looks like button leg, and still by lacing one eyelet it is done—no button holes to tear out

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In Heavy Gray Mole skin cloth, price \$6.00 pair
In Heavy Corduroy cloth, price \$6.00 pair

Men's Outing Shoes

All leather

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Special Athletic, Neolin Soles
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