

# MARION PAVING IS PRAISED BY HUNT

## Only 273 Miles of Dirt Roads Left in County; Many Miles Improved

Where 10 years ago Marion county had 1200 miles of mud road it today has 146 miles of paved road, 614 miles of gravel road, 185 miles of macadam, 28 miles paved by state, and only 273 miles of dirt road, County Judge J. T. Hunt told members of the Salem Rotary club in an address at the noon luncheon Wednesday. "Almost every town is now connected with a paved highway, and the last of the towns including Scotts Mills and Monitor, will be connected under the new five-year building program," he declared.

The five-year program initiated in 1920, he explained, called for the construction of but 100 miles of paved road in the county, but through economies, principally

through the operation of the county's own paving plant, 140 instead of 100 miles has been built. During the next five years 120 miles of pavement will be laid. The cost of this work is to be divided between the county, the state, through an appropriation of \$65,000 annually, the proceeds from a direct tax levy, and the proportion of funds received by the county from the state auto license tax. "I don't believe that there is a county in the state, for that matter on the coast, that has better roads than we have," Judge Hunt declared. "I am proud of the roads in Marion county."

"The city of Salem may well afford to be very liberal in paving," he continued. "In many ways it works to its direct advantage for it helps the large towns to the detriment of the small ones; and I believe that Salem has been liberal in the matter of financing the building of roads."

Tom Kay, state treasurer and a member of the club, spoke briefly after Judge Hunt, adding an explanation of the part that Multnomah county plays in Oregon road construction. "Multnomah county pays approximately one-third of the amount that goes into road construction that the state pays for, and in return receives only a small share of this amount," he declared. When the state raised 40 million dollars, he said, Multnomah county received nothing, and from the one-mill tax levy for the market roads which raised approximately \$1,060,000, Multnomah county received only \$100,000.

### THEIR WEDDING UNIQUE

#### COURTIER-CUNNINGHAM WEDDING AT FALLS CITY

The Falls City correspondent of The Statesman yesterday sent the following:  
Upon the 25th anniversary of

the marriage of her father and mother, with the same minister officiating, and standing upon the bank of the Little Luckiamute river, just below the falls, close to where the house stood in which her parents were united in marriage, Lolita Carrie Courter became the bride of J. Frank Cunningham. The ceremony was performed by Elder A. H. Dodd, with the bride's parents as attendants. Both brides were gowned in white, satin backed crepe and the bride of the day wore a becoming bandeau of flowers with shoulder decorations of white chrysanthemums upon her gown.

Those present to witness the ceremony included both grandmothers of the bride, Mrs. Emily Colkins, who resides in Falls City and Mrs. Julia Courter of Dallas. Others present were: Mr. and Mrs. H. C. Courter, parents of the bride, her brother, Kermit Courter and wife all of Portland; Elder and Mrs. A. H. Dodd, and Park Calkins, uncle of the bride.

Following the ceremony a wedding breakfast was served, using as nearly as possible the same dishes, service and menu as was used for the breakfast served at her parents' wedding.

The bride comes of an old pioneer family, spent her early girlhood in Falls City, and attended school here. Later her parents moved to Portland where she attended high school, being a graduate of Jefferson high, later continuing her studies at the Bible school, Eugene, where Mr. Cunningham is studying, fitting himself for the ministry. Both bride and groom have many warm friends in the community, as Mr. Cunningham was formerly pastor of the Christian church here.

All unite in extending best wishes for a long, happy and successful life, wishing them every success in their chosen field of usefulness in the cause of Christ.

Mr. and Mrs. Cunningham will spend a short time on a camping trip in the mountains, and upon their return will resume their studies in Eugene. Mr. Cunningham is at present preaching in the Church of Christ in Beaverton, and will continue this work in connection with his studies.

# ILLINEE GOLFERS TO PLAY PORTLAND

## Sixteen Man Team Matched With Alderwood Club Delegation on Sunday

Sixteen-man teams representing the Illinee Golf club of Salem and the Alderwood Country club will hook up next Sunday morning on the Alderwood links in the first half of a home and home series for the two clubs. Alderwood will return the visit later in the season at a date yet to be determined by the two team captains.

Alderwood will be at its full strength with the exception of Frank Dolp, Oregon state champion, who is at Del Monte for the California state championship. L. H. Steele, who is in charge of the Alderwood aggregation, has placed Arlo Kyle at number 1. The Salem team is headed by Ercei Kay, Kyle and Kay will pair off in what will probably be the feature match of the day.

The Nassau system of scoring will govern the match. Following are the pairings for the individual matches:

- |                  |                 |
|------------------|-----------------|
| Alderwood.       | Illinee.        |
| Arlo Kyle        | Ercei Kay       |
| A. S. McIntyre   | Rex Sanford     |
| Bob Atkinson     | J. H. Farrar    |
| George Smith     | H. H. Olinger   |
| E. S. Dean       | A. C. Bailey    |
| L. H. Steele     | Orris Fry       |
| B. L. Metzger    | A. G. Bates     |
| W. P. Phillips   | L. C. Farmer    |
| A. H. Gould, Jr. | Fred Mangis     |
| W. E. Ramsey     | Gus Hixon       |
| L. Timby         | Delbert Viesko  |
| Lloyd Lawson     | Donald Young    |
| H. A. Harrer     | C. Stenstoff    |
| R. J. Kirkley    | Tom Wood        |
| R. P. Meyer      | G. Brown        |
| Martin Hunter    | G. F. Chambers. |

### BILL TATE IN PORTLAND

#### NEGRO FIGHTER WANTS TO FIGHT GEORGE GODFREY

PORTLAND, Sept. 9.—Bill Tate, negro heavyweight, arrived in Portland from Chicago today. George Moore, local sportsman, will handle Tate and says that the object in bringing him to the Pacific coast is to force George Godfrey, another negro heavyweight, into another match.

Tate will likely appear before going to California where he hopes to get a match with Godfrey.

### WITNESS WEDS DEFENDANT

SEATTLE, Sept. 9.—(By Associated Press).—Anna Givens, chief witness for the government in a liquor conspiracy case against Edward Wheeler Pielow, former Seattle police sergeant, and Edward Hagen, former policeman, married Pielow in Portland several weeks ago, federal authorities learned here today. The Pielows have been living in Everett.

### WOULD REVISE CHARTER

SEATTLE, Sept. 9.—Following the refusal of the city council to initiate a movement toward revision of the Seattle city charter, a citizens group known as the freeholders' charter revision committee organized here today.

### DEER SEASON IS OPEN

#### EARLY SALE OF LICENSE INDICATE MANY HUNT

With uniform laws in effect all over the state the deer hunting season will open today and close October 20. There has been quite a large sale of licenses to date and a big season is expected.

Reports from Clatsop, Columbia, Washington and Multnomah counties are to the effect that there are an unusually large number of deer there.

### BASEBALL

By the Associated Press

**Pacific Coast**  
Portland 2-6; Los Angeles 1-4. Seattle 7; San Francisco 5. Vernon 3-0; Salt Lake 2-4. Oakland 4-6; Sacramento 3-2.

**American**  
Philadelphia 9; Washington 7. Boston 5; New York 4. Only two American games scheduled.

**National**  
Chicago 9; Pittsburgh 7. (11 innings). Only one National game scheduled.

### ATTACK IS RESENTED BY NAVY SECRETARY

(Continued from page 1)

certain the actual facts of the disaster."

Admiral Moffett, who spent most of the afternoon in conference with Mr. Wilbur, declared Commander Rodgers and all members of his crew were anxious to make the flight to Hawaii and that no hesitancy was evinced by any of them.

Failure of the flight and apparent loss of the men, the admiral said have served to submerge the fact that the PN-9 No. 1 if it fell near Hawaii as supposed, established a record for continuous flight over water.

The text of Secretary Wilbur's statement follows:

"Captain G. W. Steele, commandant of the naval air station, Lakehurst, N. J., and Rear Admiral W. A. Moffett, chief of the bureau of aeronautics, reported to me today concurring in the accident to the Shenandoah and the PN-9 No. 1. It seems wise without waiting for the termination of the formal inquiry to correct certain misleading statements that are being published.

The orders issued for the Shenandoah's flight were issued by the departmental officers as are all orders for ships movements, as provided by law and by regulation. "There was nothing political whatever in connection with the flight of the Shenandoah."

"The flight was determined upon last June, and had no relation to the polar flight or the Hawaiian flight."

"The details of the flight were arranged during my absence on the Pacific coast by Admiral Moffett, chief of the bureau of aeronautics, and Admiral Eberle, chief of operations, in accordance with the suggestions of Commander Lansdowne, who had fixed the time of the flight and who had power to change it or abandon the flight altogether if his judgment so dictated, as Captain Steele did in his partially completed trip in the Los Angeles to St. Paul in June.

"Commander Lansdowne never protested against the flight in person or by communication to me or any one in the department and on the contrary expressed his satisfaction with it to his superior and associates. Captain Steele, his immediate superior, stated Commander Lansdowne was fully

confident that the flight would be successfully made.

"Had he objected the flight would have been postponed or abandoned as was done when the trip was suggested for July.

"It is manifest that the accident to the Shenandoah was in no wise due to the change in the escape valves. The gas bags did not explode and were intact at the time the Shenandoah broke up.

"The Shenandoah struck a small unanticipated torado or line squall which she could not avoid.

"An experienced weather forecaster accompanied the Shenandoah.

"With reference to the flight of the PN-9 No. 1, the secretary of the navy did not fix the time of the flight or the place of departure. This was left to those in command of the flight project.

"Commander Rodgers recommended the place and time of the flight and had authority to postpone the time of flight and this he actually did from August 28 to August 31.

"Admiral Moffett reports that the time could not have been more propitious for the flight and that every man in the crew was eager to make the flight and that the PN-9 No. 1 was in splendid condition.

"I met the members of the crew when in San Diego in July, conferred with Commander Rodgers, informed him that the question of place and time of flight was absolutely in his hands, that we would not interfere with his discretion, and he expressed the greatest confidence in his ability to reach Hawaii without mishap.

"No man was forced to do anything in this flight or any other that in his judgment was unwise.

"I have directed the chief of the bureau of navigation to select five of the most competent and learned officers in the navy to conduct a full investigation of the loss of the Shenandoah and to spare no pains and effort to ascertain the actual facts regarding the Shenandoah disaster. Witnesses will be placed under oath to tell the whole truth and it is confidently expected that they will do so."

### Bits For Breakfast

Why not in Salem?

Why not make autos here—And tubes and tires and trucks and tops and trailers?

We can do a lot of it with flax specialties. Henry Ford is doing this, and preparing to do it on a gigantic scale.

Going by itself. That's what automotive means. That's what Salem must do more, in becoming a manufacturing center. And not hesitating to ask for outside help, with full confidence that it will prove profitable here.

The auto stages are responsible for many good hotels all along the line, in Portland, Salem, Eugene, Roseburg, Ashland, etc., and now the group behind these is proposing a \$250,000 eight story hotel at Klamath Falls. Will likely put it over, too, and make it a big success. The automobile age is a new age. It is changing the face of things, for the better.

County Judge J. T. Hunt told the Salem Rotarians yesterday that Marion county has now 140 miles of paved market roads, and will have 120 miles more in the next five years. Then, after two more years, the serial road bonds will all be paid off, and the program can be enlarged, and all the main public roads in the county finally paved. Marion county has more

paved market roads than all the rest of the counties in the state, and is getting a longer lead in this respect every single day. And is ahead of any county on the coast. Is that not glorious?


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in  
**RED RIDER**  
and  
"Wolves of North"  
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**WM. DESMOND**  
in  
**THE MEDDLER**  
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Many Wanted Patterns—Colors  
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THURSDAY and FRIDAY

Here's What the World's Hardest Boiled Critic Says!  
"It has a jazz tempo that is altogether terrific. Rod La Rocque is great. Dorothy Gish is the sweetest thing in the world. Ernest Torrence got many a laugh. The rest are terrific."  
New York Evening World.