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JOY FOR WEEPING:—His anger endureth but a moment: in his favor is life: weeping may endure for a night, but joy cometh in the morning. Psalm 30:5.

80 PER CENT AGAINST 11 PER CENT

American ships carried an average of 80 per cent of our imports in the 61 years from 1789 until 1850, during the period of our tremendous successes upon the seas—

While preferential duties in favor of goods carried by American ships were in force.

Then came the foolish repeal of the law for preferential duties, and then followed the Civil war, and the American merchant marine that had been the pride of our nation and the envy of other nations was swept from the seas—

And in the 25 years preceding the World war American ships carried only 11 per cent of our exports and imports.

The founders of our Republic gave the country the law for preferential duties, with the object of building up both home industries and an American merchant marine—

And it succeeded—

As they knew it must succeed—

And the same law would bring about the same results again, only on an infinitely grander scale, owing to the infinitely greater wealth and size and resources of the United States as now constituted.

There is nothing whatever in the way of this proposition. Some treaties would have to be abrogated, but that is our country's privilege in every case, so written in the compact—

And it would turn the present annual loss of our country in running its fleet to a profit in protective tariff revenues.

STATE OR ASSOCIATION—WHICH?

The case of Joe Dunn, president of the Oregon Motor Association, against Sam Kozer, secretary of state, attracts attention just now chiefly because it is against administrative action of a state official and because said state official is reported to have gubernatorial ambitions.

The causes which agitate the auto chief follow: The Secretary of State who is charged with the sole administration of the auto certification law, appointed the Chamber of Commerce at Roseburg the registration office for motor vehicles from outside the state. Scores of other chambers of commerce in cities scattered throughout Oregon were made legal registrants for the same reasons upon which the appointment of this chamber was made—that the work could be done here promptly, efficiently and that transient motorists could here conveniently learn of the resources of the state, of scenic routes and other publicity which would be of interest to them.

In the petition of the president of the motor association there is demand for exclusive right to issue registration cards; the declaration that the present plan entails confusion; and that the continuation of the chamber of commerce registration is in the interest of the Secretary's political ambitions.

The whole matter resolves itself into a contest to determine whether the duly authorized official of the state shall administer the certification law under the commonly accepted interpretation of the law giving him authority to locate registration offices or whether the motor association may dictate to him the location of these agencies. The state is interested in that it is important to know whether its own officials are to administer its laws or whether some organization can assume to itself dictatorial powers over said administration.

If the Secretary of State is, as accused by the association, acting upon the theory that his appointment of the Chamber of Commerce as registrant is good politics he is showing a woeful lack of knowledge of the political game, since the motor association is composed of several thousand more voters than are members of the Roseburg Chamber of Commerce.

But it is possible that not all motor association members are in accord with the president's attitude. The action of the association through its president in arbitrarily furnishing to the association branch at Roseburg state registration cards which the law specifically provides shall be furnished by the secretary of state is, to say the least, as arrogant as it is defiant.

For the motor association to dictate the administrative policy of the Secretary of State or that of any other department of the state, should not be tolerated.

HOW CUT OFF THE DEFICIT

There is reported a $40,000,000 deficit in the postal service of the country. Postmaster General New has found that the rise in postal rates inflicted upon the public a few months ago has not met the increase in the salaries of postal employes.

The burden of the increase falls hardest upon those least able to pay it. It is levied chiefly upon parcels post used consistently by the farmers. And the latter has cut down on the use of this means of transportation since the rates have been raised.

And now the man who guides the plow asks the postal department—"Why give away millions of dollars worth of service in the franking privilege? Abolish this one item of privilege; place the rural delivery system on a motor basis of mileage; cut off unwarranted number of deliveries in cities and there will be no deficits in the postal department. And even the present rates on parcels post could be lowered.

HOP INDUSTRY COMING BACK

The hop industry of the Salem district is coming back, decidedly, and it is not so very far behind the boom years of its past now—

With a crop of 80,000 bales, of the highest quality that has been produced for years, and with a price around 25 cents a pound, with sales as high as 26 and rumored sales up to even 27 cents a pound.

Salem is the greatest hop center in the world, in the buying of hops from first hands, and it is likely that this lead will be continued.

EDITORIALS OF THE PEOPLE

Governors—Good and Bad

When Dr. James Withycombe became governor of Oregon he inaugurated a new policy in that he attended small gatherings, and especially meetings of farmers, whenever possible. In some quarters he was ridiculed and criticised for giving so much attention to farmers, and was accused of lowering the dignity of the office. But the people of Oregon showed that they believed a part of the duty of the chief executive of the state is to visit and mingle with his constituents, and they re-elected him by a good majority.

When Mr. Olcott became governor he could not make a speech that would do credit to anyone, and invitations to meetings of any but the most important, from a political standpoint, met with the response that the governor was extremely busy. I sat by a Republican of some prominence when a cabinet officer visited Portland and a meeting was held in the big auditorium. This man said he never felt so ashamed as he did for Oregon to have a governor who could not acquit himself in a creditable manner at a public function. The people always found Governor Withycombe approachable and sympathetic with their wants, and they found Governor Olcott just the opposite. He was hard to see, and still harder to interest when an ordinary citizen called on him.

These remarks are called forth by happening to pick up the Capital Journal of Saturday and noticing the severe arraignment of Governor Pierce for spending so much time over the state and making so many speeches, especially to granges and churches. I seldom read that paper, but am informed that its proprietor cannot sleep at night for indigestion unless he has unloaded some of the slime from his system on Governor Pierce. At any rate he appears to be greatly exercised over the fact that Oregon has a governor who lets the people see him, and tells them of the affairs of the state, and calls this official business. The trouble with Brother Putnam is that to satisfy him a governor would have to "stay in his hole" and consult with a very small coterie of politicians, instead of going out and talking things over with all the people.

Governor Pierce is saving the people of Oregon money, even if he does spend some of his time—a great deal of his time, if you please—out among the people. By this means he knows better the needs and desires of rural communities, the common people. He can always find what the big interests want without hunting. But we farmers like to see and hear the governor occasionally, and he always makes friends when he goes out to a country fair, a grange, or a church meeting. In fact, we strongly suspect that this is the reason for the latest outburst against the Governor. While schemes are being hatched to injure him and thwart his plans to still further reduce taxes and to take the burden off the small home owners and put a share of it on big incomes, he goes out and takes the people into his confidence. The Journal figures that the governor has charged the state with the awful sum of $2341.98 in two years for traveling expenses. Well, he saved the state half a million dollars in appropriations which he vetoed when the last legislature adjourned, so we are close to half a million dollars ahead on the deal yet. He secured the lowering of the state taxes, as between 1922 and 1925, of $1,883,527.64, so we are over a million and three-quarters ahead on that deal. And all this being so, Mr. Putnam and his paper will have to dig into his brain for something bigger in the way of money before he will turn the farmers of the state, or the people in general, against Governor Pierce.

It is my opinion that it is because Governor Pierce can, in his talks to the people, put the truth before them and counteract the false propaganda of the Journal that Mr. Putnam gnashes his teeth so hard over the expenditure of a few dollars by the governor to attend meetings of his constituents.

GRANGER.

SAYS STREET RUINED

To the Editor:

While the city council and the street committee, in particular, is to be commended for its progressive policy in authorizing street, sewer and other municipal improvements to almost the limit, and providing modern machinery to accomplish this work at the lowest possible expense to the property owners and taxpayers, there are a few old rules and regulations governing some of these improvements, which are antiquated and have a tendency to delay and obstruct this street improvement work in particular. Property owners on a street may sign and present a petition for a street paving job and if granted the work is done reasonably promptly and the cost assessed to the property owners on such street which may be paid by installments covering a ten year period at a legal rate of interest.

However, if the property owners on a less important residence street, who pay taxes in proportion to the property owners mentioned above, want to keep out of the mud in the winter season and dust in the summer, they are required to improve their street at their own expense or put up cash in advance for a cheap grading and graveling job.

We have in mind Rural avenue in particular. This avenue is one of only three streets that are opened through from South Commercial to South Twelfth streets. The other two being Mission street and Cross street. There is only one passable street in South Salem connecting the eastern and western sections of the city during the winter or rainy season, which is Hoyt street and it marks the extreme southern city boundary line. Between this Hoyt street and Mission street a distance of 14 blocks or about a mile, there is not a single passable street running east and west if perchance, the fire company should be called to either of those districts and should not take exactly the right street to get there, therefore finding it necessary to cross that section of the city east or west, they would find it imperative to go to the south city limits at Hoyt street or back-track a mile to Mission street to effect a crossing and in the meantime serious fire damage would result, which might have easily been prevented by a little inexpensive street improvement work.

There is no street improvement job in the city that would be more advantageous at this time to the property owners, the merchants who have their own auto deliveries and the public generally, than the grading and macadamizing of Rural avenue and Cross street, between High and Twelfth streets. Especially, is this true of Rural avenue as it extends all the way through from South Commercial to 12th street while the west end of Cross street ends at the High street intersection.

Rural avenue was paved recently from South Commercial to High street, a distance of three blocks and the city council recently authorized the improvement by grading and graveling (8-feet wide) of Rural avenue from High to Summer streets which will leave only about three blocks of Rural unimproved between South Commercial and South 12th streets. This small gap should be improved this fall by all means and thereby connect the east and west sections of that part of Salem to traffic. Mr. Jos. Albert and Col. Carle Abrams are the ones principally effected by this inexpensive street work and we are sure both favor the improvement.

But just why a street may be improved by permanent paving on a long time credit or installment plan and for a less expensive macadam job the property owners must provide cash in advance for this improvement, for which they may then be required to wait for from three months to a year, is not exactly clear to us. Is not the property just as good security for the smaller as the larger amount of expense? It most certainly is and the smaller sums or assessments should be made easier to collect, as no property owner would want the city to file a lien on his home or lots for a paltry $5, $10 or $20.

Up to the present time the property owners on Rural avenue between High and 12th streets have made whatever improvements they are now enjoying at wholly their own expense and without city aid in any way. They have maintained a good graveled street between South High and South Winter street at all times at their own expense until this summer when the city run a main line sewer up the center of Rural avenue from South 12th to South Church strett and hopelessly wrecked this street for automobile or other traffic, especially after a rain storm and it promises to become impassable as soon as the fall rains come.

The city also left unsightly piles of dirt in the gutter at either side of the street which also blocks drainage between South Church and South Winter streets and the property owners effected would like to know if there is any good and sufficient reasons why the city should not put this street in as good condition as the property owners were maintaining it before the sewer was laid, and at the expense of the city? However, up to the present time these property owners have been told by the council that this improvement would be made to the extent of regrading and regraveling eight feet wide as soon as the cash in advance was deposited covering this expense.

There is about 20 families effected or interested in this improvement, their petition for this improvement has been granted by the city council and the street work done and these property owners and city taxpayers will expect this owrk to be completed before the advent of the rainy season and are willing to pay for it. It is now up to the street committee.

—W. G. COONER.

849 Rural Ave.

MANY CARS REGISTERED

SEATTLE, Sept. 21.—Sixteen thousand automobiles visited a municipal automobile camp at Woodland park here this summer, and 50,000 persons were accommodated as compared with 13,000 machines and 41,000 persons last season, the chamber of commerce announced today.

Miss Rogers Gained 15 Pounds in Six Weeks

Skinny Men and Women Gain 5 Pounds in 30 Days or Money Back

My Dear Friends:

After my attack of Flu I was thin, run-down and weak. I had a sallow complexion, my cheeks were sunk in and I was continually troubled with gas on my stomach. I felt stuffy and had lost my appetite. I had read about McCoy's Cod Liver Oil Compound Tablets and decided to give them a trial. At once, I began to pick up an appetite, my cheeks filled out and my complexion became healthy looking and I gained 15 pounds in six weeks and am very thankful for what McCoy's Cod Liver Oil Compound Tablets did for me.

Miss Alberta Rogers, 264 W. Cerro Gorda St., Decatur, Ill.

To take on weight, grow strong and vigorous, to fill out the hollows in cheeks and neck, try McCoy's Cod Liver Oil Compound Tablets for 30 days. 60 tablets—60 cents at J. C. Perry, Central Pharmacy, D. J. Fry and druggists everywhere. If they don't give you wonderful help in 30 days, your money back — you be the judge. But be sure and ask for McCoy's, the original and genuine. —Adv.

NELSON BROS.
335 Chemeketa Phone 1906

The Cause of Your Ill Health

IF you have Piles or other Rectal or Colon disorders—there is the cause of your nervousness, lack of vitality, stomach trouble, general physical and mental incapacity. I can help you win back your health by positively curing your Piles under a WRITTEN GUARANTEE—or fee returned. Act today by calling for an examination or writing for my FREE booklet explaining my celebrated treatment for PILES and other Rectal and Colon ailments.

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MILLER'S Good Goods
Salem's Leading Department Store

GYM MIDDIES

F. N.
Woodry's Auction Dates

Reserve This List For Reference

Every Wed. Nite
7 P.M.
F. N. WOODRY'S
New Auction Market and Furniture Store, Summer and Norway streets. Opposite his residence.
Phone 511

Thursday Sept. 24
10 A.M.
Located 3 miles southeast of Turner or 4 miles west of Aumsville, on the old Ben Robinson farm.
141 acre improved farm
4 good horses
8 good cows
4 shoats, weight 125 lbs. each
21 hens and pullets
Scotch collie dog
Ford touring car
Hay and grain
Full line of farm machinery and some furniture
If this farm does not sell it will be for rent on day of sale.
Mrs. Myra Burnett
Owner

Friday Sept. 25
10 A.M.
Administration sale of the J. R. Riney Estate, located 3 miles north of Monmouth or 4 miles south of Rickreall on west side Highway.
FREE LUNCH AT NOON!
5 heavy horses
5 Jersey cows
A lot of good heifers
10 Duroc shoats, weight 125 lbs. each
Ford sedan
Full line farm machinery, household furniture, etc.
Terms Cash
R. F. LOE
Administrator

Saturday Sept. 26
10 A.M.
Located 2½ miles south of McMinnville on the west side Highway.
16 high grade Jersey and Holstein cows, and full line of farm machinery.
1 1300 lb. horse
Free Lunch at noon
Farmer and Tresham
Owners

Monday Sept. 28
10 A.M.
Located 3 miles south, ½ mils east of Independence on the Sam J. McKee place.
7 Reg. Jersey cows
2 Reg. Jersey heifers 2 yrs. old
2 Reg. Jersey heifers 1 yr. old
1 Reg. Jersey heifer 6 mos. old
1 Reg. Jersey bull 3 yrs. old
1 Reg. Jersey bull 2 yrs. old
1 Reg. Jersey bull 6 mos. old
3 grade cows
1 Anchor Holt cream separator
1 Kentucky drill
1 50 gal. drum
and many other articles
Public Notice
The above registered stock is from the very best breeding and A No. 1 in every respect
FREE LUNCH AT NOON!
ARTHUR O. RUST
Owner

Tuesday Sept. 29
10 A.M.
Located 7 miles north of Dallas or 7 miles south of Balston on the Salt Creek road. Better known as the G. W. Starr farm.
4 good horses
10 high grade Jersey cows (8 to freshen about time of sale)
3 yearling heifers
1 Jersey bull
24 White Embden geese
3 doz. White Leghorn hens
Fordson tractor and plow
Full line of real good farm machinery, tools, etc.
FREE LUNCH AT NOON!
Carl E. Morrison
Owner

OTHER SALES LISTED AFTER FAIR

Public Notice

See F. N. Woodry, Salem's leading auctioneer for the past 10 years about your farm and city sales. Not connected in business with any other Woodry. "Don't be deceived"

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