

# The Oregon Statesman

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THE WAY TO PEACE.—Acquaint now thyself with him, and be at peace: thereby good shall come unto thee. Job 22:21.

## LAST SAY FOR THE LAST DAY

The Oregon state fair that closes today is the best and biggest in the history of this commonwealth—

More than that, it is the best fair west of the Rocky mountains. Those who attend it may have that satisfaction—the knowledge that they are seeing the best fair in all this region.

Then it is our home fair, which should appeal to every Oregonian, and especially to every Salem district resident, on account of patriotism and local pride.

So, if you have not yet seen the state fair, see it today—And if you have attended every day, you have not seen all of it, and you should do it completely, for it is an immense fair.

You may come back to Salem next year and see a bigger and better fair, but you cannot attend a bigger or better one west of the Rockies this year, after today, nor could you have done so at any time this year.

## THE SCUTTLE SCUTTLED

(Portland Journal.)

"Stripped of his powers yesterday by vote of the shipping boards, Admiral Palmer can do nothing further to scuttle the American merchant fleet.

"He cannot refuse to supply American ships to Boston shippers and give the business to British ships, as he did on one occasion.

"He cannot refuse American ships to Charleston shippers and force them to do their business with British companies, as he formerly did. He cannot withhold American ships from Pacific coast shippers, and try to force them to send their products by foreign vessels as he once did, to be finally compelled by them to provide American ships.

"He cannot deprive Portland of its fine local ship line, as he recently planned to do.

"The shipping board has done its duty. It should now fight to build up the American merchant marine fleet as Congress authorized it to do, created it to do, and as America wants it to do."

The above from the Portland Journal of last evening, in its concluding paragraph, tells only a half truth—

For, while Congress authorized the running of the government owned ships of the American fleet, the law was understood to be a makeshift law. It cannot in the very nature of things be anything but a makeshift law.

And while the American people want an adequate American merchant marine built up, they would not be willing to indefinitely spend many millions of dollars a year in maintaining such a fleet, as they are doing now.

But the American people, if the matter were put up to them in the right light, would authorize preferential duties in favor of goods carried in American bottoms, and this would build up an American merchant marine without costing the federal treasury a cent, and at the same time would benefit our working people and our capitalists engaged in the industries. It did it once, in the years before the Civil war. It would do it again. It would not be a makeshift. It would be founded on principles that are sound and enduring.

## FARMERS OBJECT TO HIGHER RATES

The interstate commerce commission is being urged by no less than seventy-three western railroads for an increase in freight rates. The railroads represented by the cleverest, most experienced counsel to be had, tried to make it appear at the hearing held for a week beginning September 8, in Chicago, that the farmers were doing so well that they could afford the rise. Their attorneys expressed "mournful" dissatisfaction with the net income of the roads which they asserted was not quite 4 per cent on their valuation for 1924.

The transportation act of 1920 allows these railroads an average net profit on their valuation as fixed by the interstate commerce commission of 5% per cent. And the official records of the commission show that in July this year the said roads were earning on the average within one-fourth of one per cent of the 5% per cent permitted by law.

The rate of net income is higher when based on capitalization since the valuation of the commission is less than the capitalization based on pre-war conditions. But granting the net income of the railroads at 5 or even at 4 per cent the income is greater than the rate of income of the farmer upon whom freight rates now fall most heavily.

The rate of net income from farm products for 1922-24 was less than 1 1/2 per cent and for the crop year of 1920-21 it was less than one-half of 1 per cent. And when computed on the basis of capitalization there was actual loss to the farmers during 1921-23.

The basis of calculation is the same for both railroads and farms. Each must pay the cost of operation including taxes, maintenance and repairs, and allowance for labor and interest on the investment.

The most reasonable argument for increasing freight rates at this time is that investors may hold back capital from investment which yields less than the 5% per cent legal rate.

The commission will conclude its hearings with the testimony of the farmers and will then render its decision. If it finds the railroads entitled to higher freight rates, it should not allow the rise on farm products which are now paying higher rates than are paid by pound or bulk on many manufactured articles. If there must be a new scale of rates upward let the increase be put not on agricultural but on other

products. If the farmer pays the increase he will receive that much less for his products. If the manufacturer pays, the increase will be passed on to the consumer. But in justice to the farmer who is now making less on his investment than any other class of industry he should pay no more for transportation.

The referee in the shipping board scrap should stop the bout before the president is forced to land the knock-out.

## Stayton

Joseph H. Brewer, a son of Mrs. Allie Brewer, with his wife and son Jack, were recent visitors at the home of his mother here. Mr. Brewer is a brother of Dr. C. H. Brewer and Mrs. May Allen. They returned to their home in Tillamook where Mr. Brewer is associated with the La Marr Drug Co.

Mrs. A. J. Rifer, who has been conducting a beauty shop at the millinery store of Mrs. Dina Mack for the past month, left Monday for her home in Portland. Mrs. Rifer has discontinued the beauty shop here and will not return to Stayton.

Mr. and Mrs. Allen Harrington have charge of the Santiam Woolen mills booth at the state fair grounds. A beautiful display of blankets attractively arranged in a corner of the main pavilion, was attracting considerable attention during the week.

The residence of E. T. Mathews is undergoing quite a change of interior appearance, and is being entirely redecorated. Mr. E. E. Woods, a prominent interior decorator from West Salem, has the work in charge.

The marriage of Eugene Dittie, a prominent business man of Sublimity, to Miss Grace Hottinger of Stayton, who is one of Marion county's successful teachers, will be an event of next Tuesday. The marriage vows will be taken in the Catholic church at Sublimity.

Miss Marie Weddle, the second daughter of Mr. and Mrs. W. A. Weddle of this place, was married to Worth Smith on Friday of this week, the marriage taking place in Salem where the young couple will reside. Miss Weddle has been saleslady in the Gehley Brothers store for the past year and is a most estimable young lady. The groom, who is the youngest son of City Marshal Henry Smith and wife has employment in Salem and is an ambitious and energetic young salesman. Both the contracting parties were born and raised in Stayton and are graduates of the Stayton high school. Many beautiful presents were showered upon them by relatives and friends, which is a compliment to the high esteem with which both are held in the community where they have been known from infancy.

J. E. Gardner and wife and Mr. and Mrs. J. H. Missler are among the Stayton people who are camped at the state fair grounds this week.

Mrs. Ellen Folsenby of Eugene has been spending the week here as the house guest of Miss Susan Kearns. Miss Kearns and her guest were visitors at the state fair Thursday.

V. P. Lancelotti and Chas. Hall two of Stayton's business men, were transacting business in Salem Thursday afternoon.

Dr. W. N. Umter, local dentist, was among the Stayton business men attending the state fair Portland day, Thursday.

## Pringle

Among the guests at Pringle Sunday school Sunday were Mr. Skaba and his gospel team from the Salem-Christian Alliance.

T. E. Meeks and J. M. Coburn are out on a deer hunt this week together.

Mrs. Vera Coburn and children visited in Albany Wednesday. Pringle people generally attended the fair Saturday.

The well at the school house was cleaned this week and the pump put in order.

Percy Robins is preparing to run his wood saw next week. School is in session at Pringle again and the joyful shouts of care free children rings out on the air.

The Sunday school council of religious education will hold an all day session at Pringle November 1 and a basket dinner will be served.

Mr. Bonnies is moving to Salem for the winter.

Mr. Propst is home for the week end.

## Oak Ridge

Mr. and Mrs. Paul Sterling returned Sunday from an auto trip through Northern Washington and Canada.

Rev. Grace Driver preached her farewell sermon at the church Sunday. Rev. Driver left Monday for the conference in Eugene.

Mr. and Mrs. A. Haynie, two children and Mr. Cane, returned Saturday evening from San Francisco.

Mr. Thaxter, with the Utah Construction company, is barely able to be about, having injured his leg recently. Mr. Thaxter was hit by a large plank containing a spike that tore and bruised him quite severely. Dr. Wilson attended the case.

Mr. and Mrs. C. A. Paddock, J. E. Paddock and John Kelly have gone on a hunting trip, expecting to be gone about 20 days. They will pack back on the Stayton ridge trail 11 miles.

## Brooks

George Baynard died at a hospital in Salem on Wednesday, September 23, 1925, at the age of 69 years. He is survived by one daughter Mrs. Katie Sturgis of Brooks, and three sons, Roy, Claude and Clem of Portland.

The funeral was held at the Webb funeral parlors on Saturday, September 26, at 1 p. m. Rev. Mr. Putman and the Masonic lodge No. 54 of Gervais took charge. The interment was in the Aumsville cemetery.

Rev. and Mrs. E. T. Whitnell of Banks, Ore., were guests at the home of Mr. and Mrs. Wm. Gilbert on Monday evening. They were on their way to Eugene to the M. E. conference.

Mr. and Mrs. John Dunlavy were visitors in Silverton on Sunday.

Ellsworth Scott and family moved to Woodburn last week.

Mr. and Mrs. Ivan Brown are the proud parents of a baby girl, born on Thursday, September 24. The Browns were former residents of Brooks.

Brooks grade school will open on Monday, October 5.

Sunday guests of Mr. and Mrs. Wm. Gilbert were Mr. and Mrs. Edward Gilbert and Mr. and Mrs. James Johnson of Portland.

Stiffs furniture man of Salem was delivering furniture in Brooks on Monday.

## Claxter

Earl G. Holtzclaw mourns the loss of his \$1,000 Airedale dog. This monster dog was highly trained and was probably as fine a specimen of this noble breed as could be found on this coast. The loss of Pat occurred at Seaside, and veterinarians agreed that it was some form of poisoning. Mr. Holtzclaw is inconsolable. He buried his pet at the end of the Old Oregon Trail and 100 people were there to mourn.

Among fair week visitors here were the E. E. Westleys of Astoria, L. E. Westley of Clackamas county and the James Matthes family of Grass Valley, eastern Oregon.

Mrs. Augusta Rosche, whose health is gradually improving, is able to visit Claxter friends this week.

Among old timers visiting here recently were William Thacker and John Asland.

Among the most artistic work at the state fair, nothing excels the photographic studies of Miss Katherine Gannell. These splendid types of Indian life are worth a special trip to the art department in the new pavilion, according to local people well versed in art.

Frank Wilman, Jr., accompanied by Mrs. Wilman, are fair week guests of Lake Labish friends. Young Mr. Wilman is interested in the latest developments of radio. The Willmans will return to California after visiting Mr. and Mrs. Frank Wilman, Sr., of Portland.

Claxter not only has the loveliest flowers, the best band, the prettiest girls, but also a manufacturing plant in which a valuable furniture polish is made every day.

M. E. Hadley is the moving spirit of the enterprise and finds his time fully and profitably occupied.

Straw hauling and potato digging are keeping farmers from getting lazy before fall plowing begins.

## North Howell

Mabel Johnson, who has been under a doctor's care for some time, is slightly improved.

W. H. Baughman and son, Melvin, and F. Dickson left last Saturday for southern Oregon deer hunting.

Silo filling is the order of the day among farmers here, the ensilage that has been put into the silos is of excellent quality.

Mr. and Mrs. Victor Van Brocklin, W. W. Rutherford, Mrs. Ruth Jefferson and daughter Ellnor, Mrs. W. H. Baughman, Mrs. Bernice Summers and daughter, and Earl Jefferson, Mr. and Mrs. C. C. Jefferson and son Bertie were Salem business visitors Tuesday.

Mr. Potts of Labish Center has been painting George Dunn's new barn.

North Howell is a good dairy and poultry district; also good for raising flax.

Raymond, Earl and Chester Jefferson started Wednesday on a hunting trip to southern Oregon.

that aim it to bring back a few dollars.

School started Monday, with E. B. Fleicher of Salem, principal, and Mrs. Eva Graves primary teacher.

Mr. and Mrs. James McGuire and two children have returned from an extended trip to points in the east and are staying with Mr. and Mrs. W. W. Rutherford.

## Silverton

SILVERTON, Oct. 2.—(Special to The Statesman).—Mr. and Mrs. Sam Brown, assisted by their children and friends, celebrated their golden wedding anniversary Wednesday. At 12 o'clock noon the same hour that the first wedding ceremony was held, Mr. and Mrs. Brown entered the beautifully decorated living room of the Brown home on Eureka avenue, while Mrs. R. E. Skaffe played the wedding march. The bride and groom were attended by a sister of the bride and her husband, Mr. and Mrs. J. N. Slattery. Rev. Clayton Judy of the Congregational church read the ceremony. After receiving congratulations, Mr. and Mrs. Brown led the way to the dining room where a dinner was served.

The two children of Mr. and Mrs. Brown were both present. These are Mrs. Charles Meyer and Mrs. John Tschantz of Silverton.

Mrs. L. A. Johnson died at the Silverton hospital Thursday morning at 6 o'clock following an illness of one month. Mrs. Johnson had been far from well for a number of years. Funeral services will be held from Trinity church Sunday afternoon at 2 o'clock with the Rev. George C. Henriksen officiating. Two years ago the Johnson family moved from Hult, where they lived a number of years, to Silverton. Besides her widower, Mrs. Johnson leaves five children, the oldest of whom is 19 and the youngest 12. They are John, Anna, Louise, Gustave and Elizabeth.

"Junior?" I asked anxiously. "Couldn't be better," she said, "but there is a telegram which just came for you."

I took the envelope and drew from it a long wire from Harriet Braithwaite, asking me to find her a temporary apartment in New York during their stay, and saying that they would not come to the farm until after the operation. I handed the telegram to Katherine who read it and said: "Dr. Braithwaite detests a hotel."

"Whatever am I to do!" I exclaimed. "Temporary apartments aren't easy to find. There is one in my own building, but I know fastidious Harriet Braithwaite would scorn it."

"But if it's like yours—you said yours was immaculately clean and convenient."

"Yes, but so plain and ugly, and in so unattractive a neighborhood that—"

"You'll find that Mrs. Braithwaite cares for only one thing," Katherine interrupted. "That is opportunity to prepare her husband the food which he needs—"

"In that case," I rejoined, "the problem is easy, and I can wait until tomorrow afternoon to go back, as I had planned originally. Otherwise I should have had to go back tonight. I'll put in a call to the janitor to hold that apartment for me."

But my plans for going back comfortably the next afternoon were rudely shattered. The next

## MY HUSBAND'S LOVE

ADELE GARRISON'S NEW PHASE - OF - REVELATIONS OF A WIFE

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### CHAPTER 124

THE PROBLEMS THAT SWIFTLY DESCENDED ON MADGE

I walked back to the farm house from the hidden wood road, not knowing whether to laugh or be angry at Harry Underwood's bizarre theatricalism.

I was also puzzled as to just what lay behind his request that I give Lillian his message about suing him for divorce. Was he anxious to marry again? Intuitively I denied this, and then, with a shrug, dismissed him from my mind. I had no idea when I should see Lillian, and until I did, there was no need for me to waste any time in conjectures concerning him. I had enough problems of my own on hand.

There was no one in the kitchen when I entered, and with jumping pulses I flew upstairs, fearing that Junior was worse. The door of my mother-in-law's room was locked and as I rattled the doorknob frantically, Katherine's voice, crisp and cheerful, came to me:

"Thank you, Madge?" "Yes! Oh! What is—"

"Nothing. We're giving this young man of yours an alcohol rub and can't chance the door opening on him. Come back in 10 minutes and kiss him good morning."

"Good morning, Ma-ma." Junior called, his voice still hoarse from the croup we had fought so desperately, and I had hard work to make my voice steady as I answered him.

With unreasoning rebellion against being shut away from my little lad, I went to my own room. I told myself disgustedly that if it had not been for my silly curiosity in going to the wood road, I would have been helping to care for my child instead of being barred from him.

See Dot Ba-bee."

Katie rescued me from the doldrums 10 minutes later by knocking at the door and calling cheerily:

"Oh-h! Missis Graham, come and see dot ba-bee. He so sweet shoot like candy."

Ten minutes later I was in my mother-in-law's room with Katherine professionally patting me to see if my clothing was not chilled. And then I was in a chair before the fire with an idolized little figure in my arms rapturously responding to his demand for a story.

"Just one, Junior." Katherine said decisively. "Poor Mama and Aunt Kathie are so tired driving that nasty old croup away that they must have some sleep."

Junior considered the question, his head on one side like an adorable robin.

"Grannie go to sleep, too?" he asked at last, and his grandmother beamed.

"No, my precious," she said

Grand will stay right here with you."

"All right then." He philosophically settled himself against my shoulder. "Make it a long story, Ma-ma."

Madge's Plan Is Shattered.

We all relaxed into laughter, in which Junior joined though with puzzled eyes. I spun the story out as long as I dared, and when it was finished, Katherine swept me away to my own room with orders to "sleep the clock round," if I could.

This advice I took almost literally. It was far into the afternoon when I finally awoke, to find Katherine sitting in a chair beside my bed.

"I'm glad you wakened by yourself," she said. "I was afraid I'd have to wake you, and I hated to."

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moment before daylight I was awakened by the telephone ringing furiously, and when I answered it, Dicky's voice, raucous, excited, came over the wire.

(To be continued.)

## SEVEN MEN KILLED IN TUNNEL CAVE-IN

(Continued from page 1.)

in occurred, and he was said to have crawled out by getting held beneath the flat cars which were covered with dirt.

Railroad rescue crews were assisted by police and firemen.

While relief workers toiled at the western entrance where the cave-in occurred, most of the survivors walked out of the eastern entrance nearly a mile away. This prevented an early check on casualties.

Survivors said the walls of the tunnel gave warning of the slide. A few bricks were loosened and fell into pools of water of the passageway floor. Bulbs on the electric light line flashed twice and immediately there was a panic of screaming negroes. At the juncture, the survivors said, the crash of cracking timbers and roar

An informal report issued by the Chesapeake and Ohio railroad tonight stated that three gangs of men were at work in the tunnel in the afternoon.

Three white foremen in charge of the gangs, together with the general foreman are reported to have escaped. Conductor McFadden of the work train suffered a broken arm.

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of falling earth and broken machinery rent the air.

For more than 3500 feet through the inky blackness the work train crew survivors groped toward daylight. Many of them had been badly injured by the falling debris.

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