### THE OREGON STATESMAN, SALEM, OREGON

## Some Lies About Beet Sugar Are Nailed by the American Economist

There is Enough Produced to Make the Prices Lower to the Con-sumers-Most of the Beet Sugar Concerns Are Independ-ent-the Manufacturers Do Not Rob the Growers

(The following is from they which have been offered as far American Economist of Septemeast as the Albany district.' ' ber 4th:) We think that answers Mr.

Jennings' question: "Is there real-Concerning Beet Sugar ly no bona fide competition?" Free-Traders and those interest-ed in the production, importation, There certainly is. Had it not been for the lies of those interrefining and sale of foreign sugar ested in foreign sugar, rather than have so persistently misrepresent-American sugar, and their camed the facts about sugar that the average person does not know paign for lower rates of duty, the competition would have been still what to believe. They have been greater, for more sugar beets told so many things about the matwould have been grown. As our ter similar to that told to the corfarmer friend puts it: "If we grew respondent whose letter appears enough to supply the people for below, that they, like him, are anonly three months it would mean xious to learn the truth. His leta saving of \$30,000,000 to the ter follows: American consumer."

Columbus, Ohio.

As to the second statement, that August 15, 1925. the same people who own the cane To the American Economist: sugar factories "also own and con-

A commission merchant oppos- trol beet sugar." we have to say ed to the sugar tariff makes these that the facts above set forth tend cated, but there are some localities, statements: to show its faisity. There is, howin which the factories contract to "1. The amount of beet sugar ever, some truth in that part take the beets at so much per ton. produced in America is so small which says that some of the same taking their chances on the price

that its effect on sugar prices is people are interested in both cane of sugar. These contracts are negligible. and beet sugar. In fact there is made before the planting and the "2. The same people who own one large beet sugar company farmers know in advance just what and control the cane sugar indus- which is controlled by the cane they will get for a given quantity

try also own and control the beet sugar interests, but such control of beets. But it has sometimes sugar and use it to benefit them- does not extend to the beet sugar happened that such worked to the selves, not consumers. industry in general. As was to be benefit of the refiners and the far-"3. The refiners rob the beet expected, when an adequate tariff mers were dissatisfied and com-

growers and refuse to pay them duty was imposed upon imported plained. That is the sole ground just prices for their product." sugar for the express purpose of for the statement made by the How much of this is true? What developing the beet sugar industry commission merchant.

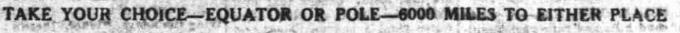
are the figures on total produc-in this country, an effort was made Sugar beets are among the best tion? Is there really no bona fide by some of the seaboard refinery products the farmers ca ngrow. competition? interests to gain a controlling in- Their production does not wear

I should be glad to read an ar- terest in some of the large sugar out the soil, but, instead, adds to ticle in the American Economist beet factories, and to some extent its fertility, which is more than on this subject from one who they were successful. But the can be said of wheat and most knows and will state the facts purchasers were later forced to other crops. The yield is large without coloring. sell most of their stock and we and the price is good. What we

D. A. Jennings. now know of only one company in need is a large production of sug-In order to "be sure of our which the cane sugar people have ar beets and an increase in the refacts," we wrote to a man who is a controlling interest. But one fineries to turn them into sugar. himself a grower of sugar beets factory can not control the beet A larger production would be not and is also well posted on the sub- sugar industry any more than one only of immense benefit to the ject from other points of view, swallow can make a summer. farmers but of untold benefit to What we shall write will be the The third statement, namely the consumers, for the production facts obtained from him and from that "the refiners rob the beet of beet sugar brings lower prices published statistics, official and growers and refuse to pay them for both cane and beet sugar, just prices for their product," is whether of domestic or foreign otherwise. With regard to statement No. 1, answered by our farmer friend: production.

made by the commission merchant "Nonsense, ridiculous! and a lit-

we have to say that the percent- tle common sense will prove it. I (The beet sugar factories are age of consumption of beet sugar have been a grower of sugar beets not usually called refineries. The Dcan Roscoe Pound (above) of Harpard Law School is being mentioned for the presidency of Charles B. Hubbschmidt, of of domestic production in the off and on for 12 years. I believe factories called refineries are the United States for the year 1922 that I have a little common sense, plants that take the raw cane sugwas 16.98 and for 1923 was 17.89 and do you think I would grow ar and refine it-make it into the Obio State University, in suc- Lynbrook, N. Y., a recent visitor. per cent. That is, over one-sixth beets the second time if such state- various commercial grades of sugcession to Dr. W. O. Thompson, said that in his travels he had of the sugar used in the United ments were true? Last year in ar. Nearly all the beet sugar facresigned. Dean Pound recently found Montana famous for its sap-declined to become president of phires among New York jewelers. States in those years was domes- this territory 'so many farmers tories work with the growers on a tic beet sugar. Does any sensible wanted to grow beets that the fac- fifty-fifty basis now. That is, the is not tories could not handle them all growers receive an the Interesty of W enough to have an effect on pric- and the factories declined con- some \$6 a ton for their beets, but es? But our farmer friend furn- tracts for thousands of acres. the final settlement is on the suamount a million tons was beet ishes us with proof that it does af- Would this have been the case if crose (sugar) content of the "while it is on the the farmers were being robbed? beets and what the sugar brings sugar, producer in continental Farmers are paid for their beets in the markets when sold. Of United States. It will be more "Here is an instance: Ohio and on a sliding scale according to the this amount, the factory gets half, this year; but so will be the con-Michigan begin extracting sugar price of sugar-how could they and the grower gets half. In sumption, most likely. The four round numbers, the United States million tons comes mostly from That is of course true of the consumed five million tons of Cuba. Of the sugar beets grown territory in which our friend is lo-sugar last lear, and of this in the United States, 95 per cent





"POLEQUATORIAL" SPOT ON PACIFIC HIGHWAY GETS JAZZY MARKER.

Diletante McMillans should have no trouble in this district deciding where they want to go, for the state capital, search of geographical data has revealed, is just half way between the north pole and equa-

tor. All you have to do to decide which you want to visit is flip a coin—it's 6000 miles either way. Marking the "polequatorial spot," the Salem Kiwanis club has erected a marker on the Pacific highway, three and one-half miles north of Salem. The south side bears the legend, "Salem, Ralf Way to North Pole," and the explanation, "Lattitude 45 degrees N., longitude 123 degrees W. The other side bears the legend, "Three Miles to Salem, Half Way to Equator." Courtesy Portland Oregonian.

# Proposed for Head of Ohio State U.

and progress, and Salem must take the lead with the first factory; and it should be done this fall and winter-ready for the 1926 erop of beets.-Ed.)

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## CAUTION'S REWARD

An Atchison, Kansas, motorist chants this complaint: "We stopped, looked and listened, and a bloomin' idiot bumped into our rear."-Motor Mention. Not Far

'Tourist: How far is Pleasant View? Native: "One thousand three hundred and forty-six signboars."-Life.

Rainier - State highway commission approves proposed Long-Bell toll bridge across Columbia.

## Germs Mined in Montana Increase Fame of State

Records of the state board of

HELENA, Mont. - Widely known for its mineral resources. its immense grain fields, its wool Antwerp lapidaries and European

aristocracy

## SUNDAY MORNING, OCTOBER 18, 1925

phire mines in the state produced the manner of a quarts mine. gems valued a t nearly \$100,000 during the last seven months of 1924. One of these produces the other known sapphire beds in the department of agriculture as intive to Montana are octahedral diamonds, moss agates, and mocha Yogo stones and, according to the state, which are not being worked. stones of fine quality, black tonr-state department of agriculture, is The output is shipped to London maline, yellow and smoky topas, said to be the most valuable of its and most of the cutting is done in rhodonite, azurmalachite, jaspen kind in the world. It is worked in Switzerland.

and garnets.



fect prices, market." We quote:

about the 10th of October every be robbed?" year. Sugar was quoted on the sugar exchange in New York the 10th of October, 1923, at \$9.50 a hundred. On October 17th the N. Y. Journal of Commerce had the following:

"'It was reported that Western Beet (sugar) are offered freely in at \$8.70 a hundred pounds.'

"On Oct. 18th, the very next day, the same paper said:

"The beet situation seems to be the cause of general uneasiness. It was rumored that Michigan-Ohio producers were offering beet sugar in territory as far east as Albany and Harrisburgh and south to Lynchburg, Va.'

"Who were uneasy? It was not the consumers, surely.

"On November 2nd, a month after beet sugar began to be produced, the Detroit Free Press published a wire from its market reporter in New York City:

"A price cutting movement was started today by the big suga refiners. Fine granulated sugar was reduced to \$8.60 a hundred pounds. It is agreed that refiners are determined to adjust their prices to levels that will meet the competition of western beets



improvement in engine performance from the day you put in a full set of new Champions; and you will save money if you install a new set of Championsatleastonce every 10,000 miles.

Champion X for Fords 60c. Blue Box for all other cars, 75c. Know the genuine by the double-ribbed core. Buy from your local dealer. Champion Spark Plug Co. Teledo, Ohio or, Ont., London, Paris

equalization show that two cap-

"The highest resale value" still further enhanced by tremendously

# reduced prices The Vew

VICK BROTHERS

The used-car columns of your daily newspaper tell the story. You will find there but few Willys-Knights for sale. And such as are, command, always, an almost incredible premium.

When a car goes to the graveyard for automobiles, it goes there for one major reason, one only-gears, trans-mission, differential, wheels, frame, usually are in reasonably good condition. It is the engine that sends a car "across the river." It is the engine that makes or breaks a car : . .

## The Willys-Knight engine never wears out

-unlike any other motor-mechanism in existence, it does not deteriorate. It actually improves with use . . . After 50,000 miles, on up to 100,000 and over, it is a smoother and quieter, more powerful and more completely efficient engine than it was on the day you bought it! . . .

Used-car experts (than whom there are no keener judges of car-values) consider a Willys-Knight at 50,000 or 60,000 miles a first-class selling prop-osition. Can the same be said of any other car in, or under, or considerably

four-cylinder TOURING now \$1195 COUPE ->na \$1395 COUPE-SEDAN now \$1395 SEDAN - now \$1450 BROUGHAM now \$1595 All prices f. o. b. Toledo



above its price-class, with that distance chalked up against it? . . . An experienced used-car owner will buy a Willys-Knight, registering 75,000 miles and more, with absolute

confidence. The used-car trader will tell you he can scarcely give away other cars after they have been run but 25,000 or 30,000 miles!

## The patented Knight sleeve-valve motor

-that is the leading reason for the phenomenally long life, and, conse-quently, the gratifyingly greater re-sale-rating of the Willys-Knight ...

So-when you buy your Willys-Knight, particularly at these SUB-STANTIALLY REDUCED PRICES, you are not merely buying an automobile. You are making an investment in sustained motor-car satisfaction. And the dividends that investment brings to you-in service, in freedom from expense and annoyance, in pride of ownership-are matched only by its strength as a gilt-edged security, its high cash redemption value if, in any emergency, you are obliged to dispose of your car.

# six-cylinder TOURING **ROADSTER** now \$1750 SEDAN - now \$2295 BROUGHAM now 83095

now \$1750 now \$2195 now \$2095 All prices f. o. b. Toledo

# Gardner Six 4-Door Brougham

Now Gardner presents another startling closed-car value . . . A 4-door, six cylinder Brougham-for \$1595 f. c. b. St. Louis!

Imagine! A really roomy, comfortable, beautifully designed Brougham with four wide doors, real plate glass windows, rich two-tone body finish .... not a makeshift .... not a coach . L., but a genuine quality closed car on the famous Gardner chassis . . .

With elegant upholstery and handsome fittings . . . . genuine, full-size balloon ' tires, enclosed. 4-wheel brakes, natural wood wheels and one of the smoothest, sweetest sixcylinder motors that ever pulled a hard hill in high-for \$1595.

Corner Commercial and Chemeketa

Fifteen minutes behind the wheel will open your eyes to the fact that you could search Automobile Row from one end to the other without finding its counterpart for downright value. Come in and meet it!

1926 Models Lower Prices

Six attractive body styles on each chassis. Six-cylinder prices range from \$1395 to \$1895. Eight-in-line prices from \$1995 to \$2495. All prices f. o. b. St. Louis.

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enjoyment of a Gardner

