

RESOURCE CALLED UPON BY BUILDERS

Development of West Due Largely to Utilizing Raw Materials at Home

LOS ANGELES, May 1.—That the west is making big gains as an industrial factor and that our industrial progress is due largely to the resourcefulness of western manufacturers in utilizing raw materials in abundance right here at our doors, is the statement of Watt L. Moreland, vice president and general manager of the Moreland Motor Truck company. The truck is distributed by Vick Bros. of Salem.

"California iron ore is now used in considerable quantities by the Moreland company in the making of steel, employing one of the few strictly modern grey iron electric furnaces found anywhere in the United States," declares the truck builder.

"Western manufacturers have a distinct edge on the eastern manufacturer in that hydro-electric power in this state is cheap enough for most industrial purposes. Furthermore, there is an abundant supply available.

"Since coal for coke making, as used in the large eastern steel mills, is a scarce article on the coast, the electric steel furnace has been our salvation. The eastern manufacturer might consider that a handicap but we have found the opposite to be the case.

"For example, visitors through our factory invariably comment on the excellence of our working conditions. We fabricate a complete line of motor trucks from one to ten tons capacity and employ skilled labor in our various mechanical departments. This labor is of a different character than is usually seen in the big eastern mills.

"Practically every man on our pay roll speaks English. We try to employ the better type of workmen who make good American citizens. We have none of the shifting, ignorant labor class which needs an interpreter in every department. Most of our men go home at noon for lunch. They own their own homes and work in the garden at night. Their living and working conditions are such that the traditional dinner pail, symbol of the laboring man for the past 50 years, has almost disappeared.

"That, in a way, characterizes the western industrial future more than anything else. Improved conditions for the working man, more efficient manufacturing methods based on full development of the natural resources right here under our noses."

sands of cars below normal. The action was misinterpreted in some quarters.

"It seemed, to superficial observers, that the industry was in a precarious position; and wild talk of the old mythical 'saturation point' began to be heard again.

"Fact is, the industry was never in such a safe condition—for there is no danger of a casualty when the safety valve is working!

"Only danger now is that the industry as a whole, will lose the sale of several hundred thousand cars, because of its inability to produce them in the time left. For, while all plants are now rapidly getting into full production, none can exceed its capacity.

"So we will all be lagging a month or two behind retail demand, which is now lively and persistent.

"Several of the leading makers are already hopelessly behind orders. Just stop and consider for a moment what would happen if some power could stop all the automobile plants for a full thirty days!

"Why it would take a year, with all factories running overtime, to catch up again! Those were valuable lessons learned by manufacturers this season. First, that we can cut our garments to our cloth; the second, that too much caution may have just as serious consequences as too much daring. The penalty, if any must be paid, will of course be passed on to the tardy buyer who, in the event of a serious shortage will have to pay a premium for prompt delivery," says the Rickenbacker head.

SUGGESTIONS

Having an unnecessary number of the largest sized table napkins, a woman took four, hemmed them neatly by hand, and joined them together with hairpin lace one-half inch wide. The lace she made from No. 20 crochet cotton, while No. 30 cotton was used to crochet a straight edge of two stitches between each loop of lace so that it would look even when sewed in between the napkins. The outer edge of the cloth was finished with the same hairpin lace with a small scallop to finish the edge. This made a cloth 50 inches square. A firm, narrow braid could be substituted for the lace.

Roses may be kept fresh for some time by placing them at night in a large pitcher or jar of cold water, deep enough if possible so that the roses themselves will rest upon the water. Saturate brown paper, bring it up over and around the flowers, being careful to keep the petals the right way, and to see that the flowers are entirely covered. Set the jar in a cold place. By doing this each night, sometimes cutting off a bit of the stem, you have roses fresh a week.

NEWS FROM LOCAL BEACH RESORTS

(Continued from page 1.)

make the Devils Lake resorts Salem's nearest ocean beaches and when the Roosevelt highway is



Lake Lytle Hotel

completed to Newport will shorten the distance to Portland by 30 miles according to Budd Jones, of the Ocean Land company who has been instrumental in creating this road district.

Polk county has five miles of road to complete between Dallas and the Wallace bridge and when this is completed another ten miles will be cut off from all the Tillamook and Lincoln county resorts.



Brooten's Baths Near Pacific City

Seventy-eight miles west of Salem, overlooking the Pacific ocean and Pacific City is located Brooten's Baths. H. H. Brooten, owner of this health resort, has an investment here of something over \$100,000. He has increased and enlarged his place each year with the growing demand for his help ore and help ore baths. The help ore from Brooten's Baths is now being sold at nearly every drug store, 12 Salem drug stores are now selling this product in boxes and bottles.

In 1925 Mr. Brooten reports that he did a \$40,000 business and he expects to do three times that much this year.

Although the location of Brooten's Baths is very good the present road of plank over steep grades make it difficult to reach the place especially when travel is heavy. Mr. Brooten is very anxious to have the county put in a road from Pacific City to the

The DeLake Investment company, owners of the DeLake townsite are placing building restrictions in the townsite of from one to three thousand dollars.

A saw mill will be in operation at the south end of the DeLake townsite about May 15. The mill will supply electric lights for the townsite and will be equipped with modern machinery and a dry kiln.

George T. Baxter, owner of the Dolph sulphur springs and hotel came to Salem, Oregon in 1868. He was a member of the Salem fire department for a time. In 1886 he bought 160 acres at Dolph on which the present hotel and Sulphur spring is located. The new road which will cut off about 10 miles distance to Newscow, Devils Lake and the Seltetz bay country takes off from the highway at his place.

Charles McFarland formerly of Salem, has leased the restaurant and hotel from Mr. Baxter and intends to make this a popular place for hungry tourists to dine and rest.

Boxing Replacing Duelling With Swords in Universities

BERLIN.—Boxing is slowly replacing student duels with sabres as a major sport in German universities and high schools. The first interscholastic boxing matches ever held here have just taken place between pugilists of the University of Goettingen and the Hanover School of Technology.

Look for that used car on the classified page of the Statesman.

Radio Ends Dismal Days

BOSTON—(AP)—Adoption of the radio by keepers of lighthouses and lightships has given brilliant touch to a new chapter in the romance of the Atlantic ocean.

Since the days when the first wooden fires were kindled in the tower of Pharos light to warn and guide mariners entering the ancient harbor of Alexandria, the life of the lighthouse keeper has been one of dreary monotony and isolation.

For ages the keepers have tended their wooden fires, huge wax candles, oil, gas, or electric lanterns, never allowing them to burn low or cease their flashing.

Pilgrims seeing the beach altered their courses to steer clear of rocky ledge or treacherous hidden shoal. The keeper of the light watched their approach and followed their departure until the ship dropped below the horizon or its lights were extinguished in the dark of night, leaving only intensified solitude in its wake.

Even today visitors are almost unknown at many lights that dot New England's broken coast. Only an occasional visit by a tender ship that brings supplies breaks the monotony that makes all days seem as one. In bad weather the periods of isolation are liable to extend over months. Newspapers and magazines are weeks old and their news, as such, has long since ceased to be.

It is not difficult, then, to believe with Capt. George E. Eaton, superintendent of the Second Lighthouse District, that radio has proven the greatest single boon to lighthouse keepers in generations. The picture he lays before the landlubber could have its setting in the desolate Great Point light, miles from the mainland, or in the famous Minots Ledge light that rises from the water without apparent support. Minot's foundation is cut in the solid rock of one of the most dangerous submerged ledges on the entire coast line.

The last visit of a tender is weeks back. Overhead the signal light flashes and blinks in unceasing rhythm. It is the season of gales and out of the bleak north sweep unslashed winds that scourge

the Atlantic and froth its surface in foam. Spray turns to ice and coats the glass protection around the flashing light with sleet. The observation loft whistles in the gale.

The keeper's "trick" is up and he is relieved by an assistant.

He now retires to his room. He turns a knob on his radio set. The scene shifts and forms a new picture. The winds subside and waves no longer pound. It is a peaceful night and strains of Beethoven's "Moonlight Sonata" fill the room. Soon the leader of the philharmonic orchestra in New York or Philadelphia surrenders his baton to a "jazz" outfit in Pittsburgh or Chicago. As for the news of the day, in fact of the hour, he needs but turn his dial to another station and instantly he is listening to dispatches that under ordinary circumstances he would not have known for weeks.

In all there are about 120 lights scattered along the Bay State coast. Of these, sixty are "watched" lights and some seventy-five keepers are employed to see that their beacons are kept burning. Most of them are illuminated by gas lanterns as lighthouse officials believe it to be even more dependable than electricity for their need.

Almost without exception these stations house one or more radio sets which the keepers themselves have purchased.

On board the lightships the change is even more pronounced and fascinating. There are seventeen of these vessels bobbing at anchor at points of greatest hidden danger. Life on board them is more isolated than that of the lighthouses. One and two miles off the coast is stationed the Nantucket Shoals ship the furthest from land lightship in the world. Fifteen men comprise its crew and it is often months at a time that they never see land.

Other ships are anchored along the foggy fishing banks to guide and warn by light and horn the coastal vessels that so easily lose their way in the thick haze that makes familiar waters seem strange.

Just how many of these light-

ships have radios is not a matter of record, but Capt. Eaton is now engaged in finding out. The task, however, will be a slow one as the information is being gathered by the tenders that make infrequent periodic visits to the shackled ships.

The crews of the lightships are often comprised of seamen who have had little or no school education. There are even those among them who find it difficult to decipher a printed page or translate their thoughts into written words. Not illiterate of course, for the sea's lexicon does not include the word. "Just haven't had much book learning" is all. But as for education the sea has schooled them in all phrases.

To these men the radio has proven nothing short of a revelation.

On deck the watch peers into the fog for dim lights of home-bound vessels and listens for their whistled signals. Perhaps nearby looms the hazy bulk of an ancient square rigger. Phantom-ship like it passes in the grey night.

The light-ship stays anchored in the dismal fog bank.

In the cabin those of the crew who are not on "trick" or sleeping gather about the ship's radio, listening to entertainment that has come hundreds of miles.

Good roads are a country's greatest asset.

New Ohio State University Head



George W. Rightmire, new president of Ohio State University, one of largest educational institutions in U. S., has been a member of the faculty since 1902. He is first graduate of the school to become its permanent head.



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SHORTAGE IN CARS SAID TO THREATEN


Usual Spring Shortage in Automobiles to Be Exceeded This Year

"It is already here—the usual spring shortage of automobiles," says B. F. Everitt, president and general manager Rickenbacker Motor company, "but this year the shortage threatens to be unusually long."

"All indications are that the shortage will be more acute during the next three months than at any previous period in the history of the industry. This condition is due to the fact that, because of the lateness of the season—most sections reporting it three to four weeks late—we automobile manufacturers opened the safety valve and left it open too long.

"That, by the way, has been one of the most important developments in this industry; the safety valve and our ability to use it," says Mr. Everitt. "Production methods have been brought to such a state of perfection and of flexibility that those manufacturers who are best equipped, can slacken production 25 or even 50 per cent when for a brief spell, retail sales let up, and yet not incur a prohibitive overhead. That was what happened during January, February and March this year. Some of the largest makers dropped several hundred—and in one case at least—several thousand cars per day. That was what we term opening the safety valve.

"It has been usual to do this during January and February. In fact we seldom get under way on new models until the first of March. From then on the practice has been to run full blast. Weather in March of this year was severe; reports from all sections were unfavorable. Just then too, the professional operators in the stock market decided to make a cleaning, the bears got control, and pounded all stocks, especially motors, hard. That made automobile manufacturers over cautious, with the result that March production was hundreds of thou-



90 DEGREE

CADILLAC

Cadillac production for the first eight months, ending March 31, was more than double that of the same period a year ago.

This is the most conspicuous sales success ever recorded for a car of the Cadillac price.

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minutest details it manifests a supremacy that is found only in a Cadillac.

The biggest point of all is that in the new Cadillac none of these features is developed at the expense of others, or at the cost of excellence, but that all are developed to a degree never before approached.

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As such it is without question the most satisfactory purchase for anyone who contemplates a car that costs \$2,500 or more.

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It is a smooth running car, with all the power delivered in a straight line from the motor to the rear axle.

It is a sturdy car over the road—all the weight is kept low by the gravity balanced body—giving great stability around curves—a feeling of safety wherever you drive.

There is long life in the strongly built chassis—made to withstand the hardest usage and give you real service.

There is striking beauty in the body lines, low, snappy in appearance, finished in a lustrous lacquer that keeps its color and its gloss in all kinds of weather. See this car—ride in it—drive it yourself and be convinced.



Overland Six

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