

EDITORIALS OF THE PEOPLE

All correspondence for this department must be signed by the writer, and should not be longer than 150 words.

School Directors

Editor Statesman: Late in the spring, at a regular meeting of the board of education P. M. Gregory, who was then a member, tendered his resignation, effective at once, as he was leaving Salem. At the next meeting the business of electing a member to succeed Mr. Gregory came up. A petition containing the names of some 200 signers, was presented to the board of education. It was signed by leading citizens and business men throughout the city, requesting that Mark D. McCallister be appointed in his place.

According to the evidence brought out at the meeting during the two weeks intervening between the previous meeting and this meeting, Mr. Gahlsdorf had prevailed upon Dr. Downs to accept this place. Mr. Gahlsdorf pointedly objected to Mr. McCallister being appointed at this time on the grounds that he understood that Mr. McCallister was going to be a candidate in June, and that such an appointment would give him an unfair advantage over the rest of the field.

At this time Mr. Gahlsdorf stated emphatically that neither himself nor Dr. Downs would be a candidate for re-election, which would leave the field open to competition between Mr. McCallister and any others, "with favor to none."

The Capital Journal would give the impression that there was a clean-cut fight between Mr. McCallister and Mr. Gahlsdorf and Dr. Downs. There is no such fight. Friends of Mr. McCallister, and particularly myself, took the other two gentlemen at their word and urged Mr. McCallister to run. He consented, very much against his will, and insisted that it be positively understood that Downs and Gahlsdorf had declared against any intention to run. At the last minute, evidently, pressure was brought to bear upon these two gentlemen by some who were disgruntled, and they signed.

There is no feeling against Dr. Downs and Mr. Gahlsdorf other than that caused by the belief that their stand is decidedly unethical. Dr. Morris and Mr. McCallister were drawn into the contest through the repeated statement that neither of the other two gentlemen were to be candidates to succeed themselves. On the other hand, those who have urged Mr. McCallister to run, did so with the belief that he was the best man available for the job, and even with these gentlemen back in the contest, they still believe that he is the best man.

In the first place, North Salem at the present time is represented on the board by three members—Gahlsdorf, and myself, all living within a radius of five blocks from the Grant school. South Salem has one representative, Dr. Downs. There should be a more equitable distribution of representation on the board. Mr. McCallister is a college graduate, and has been a school teacher and a college instructor, so knows the needs of a school system from that angle. He is now a business man, paying taxes in Salem, and has children in the

At The Theatres

Elsinore—Association Vaudeville and "The Lucky Lady" with Gretta Nessen, Lionel Barrymore and William Collier Jr.

Oregon—"Stella Maris," starring Mary Phelbin and Elliott Dexter.

Bligh—Richard Talmadge in "The Night Patrol" and Bro. Boyles Booster Show.

public schools. He has the vision and understanding of the problems that will make him a most valuable man on the board. The city is coming into a period of rapid expansion and development. The school system must keep up.

Furthermore, in running, Mr. McCallister has not committed himself to any platform, other than this, that if he is elected he will actively cooperate with other members of the board to the best of his ability to make the Salem school system the best in the state. And also, neither Mr. McCallister nor myself are in any way committed "to get" any teacher or school official, as is being intimated on the street. We're for a bigger and better Salem, and the improvement of our school system with the means provided.

FRANK NEER, Salem, Or., June 17.

Editor Statesman:

My attention was called to an article of recent date in the Capital Journal in which I was accused of irregularities in "school examinations." I beg to state a few facts through the medium of your paper.

I have just closed my fifth year in district 10 (Evergreen school). The total number of eighth grade graduates during this time was 25. While a few have had, at various times, to take one or two subjects over, not one has failed. We have kept before the pupils all this school year that our wish was to have them the strongest graduated class during my stay in this district, as it was my last year with them. The class did excellent work, and the last month was spent in strenuous drill.

The complaint was that the pupils received assistance. Fred Kaser was the informant. He stated that his two children could not pass without help. Mrs. Fulker advised him to call a board meeting and settle the matter. In the meantime she would hold up the grades. Mr. Kaser refused to comply with her request. In about a week Miss Kaser, (Mr. Kaser's daughter) called by telephone and informed the Overlund family that the grades were so high Mrs. Fulker had thrown them all out, and that the children would be compelled to take the test in June. This, Mr. Overlund would not stand for; took the matter in his hands and after a few preliminaries called a meeting. Practically all the district attended this meeting. The children, 17 in all, who wrote at this examination, were present.

The district clerk, Mrs. Knight, questioned each separately, thus: "Did you receive help?" "Did you sign your preliminary paper?" There were five pupils in the eighth grade, the other 12 taking sixth and seventh grade work. To the question: "Did you receive help?" 15 answered "no," and two said "yes." These two were the young sons of Mr. Kaser. The

older one has been in the eighth grade two years, but refused to take the test last year. Mr. Kaser, Mr. Overlund and Mr. Longsdorf are the trustees. Mr. Overlund presided at this meeting. His actions were sustained by the whole district.

W. H. FUSON, Salem, Or., June 16.

SIX LOSE LIVES IN RAILCOACH FIRE

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following the fire. It was stated there that he is in a critical condition. One of the principal witnesses at today's session of the inquest was L. S. Atkinson, conductor in charge of the train. He testified that a small blaze was found in the ceiling of the women's dressing room. The train was stopped, passengers ordered out of the sleeper and the fire brought under control with an extinguisher.

Atkinson testified that he then had the burning car put on a siding. By that time the interior was a mass of flames. The remainder of the train, the conductor said, was ordered back to the place where the fire was discovered in the belief that Mrs. King had been left behind. When she was not found, the train proceeded to Salt Lake City.

Atkinson declared that passengers were all out of the sleeper when the train was first stopped and his story was closely corroborated by other railroad employees.

BUCHANAN LOSES ACTION

FAILS TO RECOVER DAMAGES IN "FAKE STORK" CASE

PORTLAND, June 17.—(By Associated Press.)—Charles E. Buchanan's suit for \$25,000 damages from Dr. William C. Spencer and Mrs. Alta B. Y. Spalding in the "fake stork" case failed today when a circuit court jury returned a verdict in favor of the defendants. The suit was based on Buchanan's allegation that defendants had conspired with his wife to make him believe he was the father of a baby boy secured through a newspaper advertisement. Mrs. Spalding is the operator of the women's hospital here. The jury accompanied the verdict with a reprimand expressing the disapproval of the "unethical conduct of Dr. Spencer and Mrs. Spalding." Both defendants testified during the trial that they had agreed to help Mrs. Buchanan only after she told them that to hold her husband's love she must make him believe he was the father of a baby boy.

Washington county plans for \$5 million new market roads this year.

12 CARS OF BLACK CHERRIES ROLLED

That Was the Number Yesterday, and There May Be Fifteen for Today

Twelve cars of black cherries rolled out of Salem yesterday, in refrigerator cars, on passenger trains, making express shipments, so that they will be on the markets of the big cities of the country, as far away as New York, within a few days. It is likely that 15 cars may go today. The growers are bringing them in "fast enough to make up that number."

Young & Wells, at the Salem end of the big bridge, shipped four cars of Lamberts yesterday, and two cars last night, put up by their night force. Mr. Wells, of that firm, said he never expected such a rush quantity of Lamberts or such a high quality. It is the biggest "cherry deal" he has experienced, though he has handled them in Oregon, Washington and Idaho. Young & Wells installed yesterday a Cutler cherry grader, a new invention, the first one to be seen in this section. This grader turns the cherries, so that the sorter may see all sides of the fruit. It is also a fast machine.

Denny & Co. worked all day and late last night, and sent out four cars, and they had their floors pretty well filled on with Lamberts to begin work on early this morning. They hope to exceed their pack of yesterday, today.

The cherry pool people sent out two cars of Lamberts, Bings and Black Republicans yesterday; mostly Lamberts, and their floors at the Pacific Fruit & Produce company warehouse, were well filled when the workers quit last night. They hope to ship at least three cars today; more, if everything works smoothly. These cherries are being precooled in the plant of the Pacific Fruit & Produce company.

FLIER REACHES PEKING

PEKING, June 18.—(By Associated Press.)—Captain Georges Pelletier Dolsy, veteran French long distance aviator, reached Peking at 10 o'clock this morning on his flight from Paris to Tokyo.

SUMMER COLDS are lingering and annoying. The very first night apply VICKS VAPORUB Over 17 Million Vero Used Yearly

FIFTEEN ARE KILLED WHEN TRAINS CRASH

(Continued from page 1.)

reduced to scrap and three sleepers and a club car became a mass of twisted steel, ripped asunder as if made of paper. The following is a revised official list of the dead: Trainmen: W. S. Gordon, Derry, Pa., engineer of the first locomotive hauling the Cincinnati Limited.

N. L. Hollingsworth, Greensburg, Pa., Gordon's fireman. E. A. McConnell, Altoona, Pa., engineer of second limited locomotive. A. McLees, New York city, baggage master of the limited. Passengers—Edwin G. Donaghy, Pittsburgh. T. F. Farrell, Orange, N. J. C. S. Bowman, Columbia building, Columbus, Ohio, general agent of the Erie railroad.

Dr. C. B. Carter, Pittsburgh, Mellon Institute research expert. A. R. Dismore of Moundsville, W. Va. Peter Spanos, Massillon, Ohio. Mrs. William Brooks Dunwoody of Wilkinsburg, Pa. Betty, aged 4, and Frances, 6, daughters of Mrs. Dunwoody. Thomas L. Porter, Washington, Pa. Claude Smiles, Cincinnati, Ohio.

The five passengers reported in a critical condition are: George Powell, Pittsburgh, fractured shoulder, lacerations, shock; J. S. Crowl, New York city, fractured pelvis and broken arm; Mrs. S. E. Ryan, Owentown, Ky., leg amputated; Ralph Jones, Cincinnati, lacerations, bruises and shock; G. F. Kelly, New York city, internal injuries.

Among the dead was Gordon, engineer of the first limited locomotive, and his fireman, N. L. Hollingsworth, who, according to Pennsylvania railroad officials, declared ran by signal flares and torpedoes set by the flagman of the express to guard his train while a broken hose connection was repaired.

PORTLAND, June 17.—(By A. P.)—G. F. Allison, conductor on the Oregon Electric railroad, was killed near Hillsboro this afternoon when a car of the train ran over him. It was said that while cars of a trainload of logs were being switched, one of the cars broke loose from the train and struck him. Mr. Allison was a resident of Portland and had been in railroad service for more than 30 years. Before going to the Oregon Electric he was for seven

ral years in the service of the Southern Pacific.

BONNERS FERRY, Idaho, June 17.—(By AP.)—Arthur J. True, engineer, was killed and Harold P. Hawkins, his fireman, was injured when their locomotive and six cars of a special Great Northern railway fruit train were derailed and the cars went into the Pend O'Reille river about five miles east of here this afternoon. Both lived in Spokane. Railroad men believed the train, which left the rails on a curve, was derailed by a boulder which had rolled upon the track.

Value of Oregon's peppermint oil crop this year, estimated at \$800,000 to \$1,000,000.

ADJOURNMENT IS NEAR

CONGRESS MAY END SESSION ON JUNE 26, NOW SAID

WASHINGTON, June 17.—(By Associated Press.)—With a number of important legislative issues still hanging fire and final action on most of them unlikely before adjournment, house and senate leaders predicted today that the present session of congress would be brought to a close Saturday, June 26.

A resolution proposing sine die adjournment on that date is expected to be offered in the house Monday. It will have the support of Speaker Longworth, Representative Tilson, the republican leader, Chairman Snell of the rules committee and others, although

Chairman Madden of appropriations committee, one of the powers in the house has indicated he will oppose a get-away until the final action is had on the rivers and harbors bill, now pending before a senate committee.

NOBILE IS ADVANCED

NOME, Alaska, June 17.—(By Associated Press.)—Colonel Umberto Nobile, who designed the dirigible Norge and piloted it across the North Pole from Europe to Alaska, told The Associated Press before leaving here today for Seattle, that he had been made general of the Italian air service, in command of all its operations.

Eugene fruitgrowers to deliver two cars prunes in London.

O-R-E-G-O-N TODAY and TOMORROW

MARY PHILBIN Stella Mais Universal Jewel. With Elliott Dexter. A LAUGH A DAY—KEEPS THE DOCTOR AWAY. JIMMIE ADAMS GIMME STRENGTH A SURE TONIC FOR THE BLUES.

MATINEE 25c EVENING 35c

ASSOCIATION VAUDEVILLE WESTERN VAUDEVILLE MANAGERS' ASSOCIATION

TODAY (FRIDAY, JUNE 18) PROMPTLY AT 2:30—7:00 AND 9:00

MATINEE 35c EVENING 50c

—HEADLINER— Catherine Redfield & Co. "SCENES BEAUTIFUL"

Charles F. Semon "THE NARROW FELLER"

Rose Webster Blanche & Elliott "Speedy Steppers"

Drapier & Hendrie "Alabama Ham Drama"

Mann Bros. Two Jolly Sailors on the Bounding Rope

—Feature Photoplay— "THE LUCKY LADY" GRETA NISSEN LIONEL BARRYMORE WILLIAM COLLIER JR. OUR SUPER SYMPHONY WURLITZER THE ELSINORE ORCHESTRA —AND— TOPICS OF THE DAY

THE ELSINORE

Saturday -- Monday and Tuesday

Three Fine Days Coming THREE SALES DAYS

Just that much time to help you save. We have formerly held these big

Aluminum Sales

on Saturday only, but this time we will let it go over the next two business days to give you all a chance. We offer you:

- 10 qt. Water Pails — 1 1/2 and 2 qt. Double Boilers — 8 cup Percolators — 10 qt. Dish Pans — 5 and 6 qt. Covered Kettles — 5 qt. Draining Kettles with Covers — 6 and 8 qt. Preserve Kettles — 3 piece Saucepan Sets — 3 piece Pudding Pan Sets — 10 1/2 inch Round Roasters — Wash Pans — Milk Kettles — Cake Pans.

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Remember this is real merchandise. The heavy Priscilla Ware—well finished, polished and fitted. You can't buy nicer ware.

Geo. E. Allen HARDWARE — PAINTS — MACHINERY

COLLEEN MOORE "STELLA CINDERS" Next SAT., SUN., MON. "Cinderella in the Movies" Roars! Laughs! It's a Hit! And It's Her Biggest Show! THE ELSINORE