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Because he hath set his love upon me, therefore will I deliver him: I will set him on high, because he hath known my name. He shall call upon me, and I will answer him: I will be with him in trouble; I will deliver him and honour him.—Psalm 91:14-15.

A BASEBALL DIAMOND

Those who come to know a great many people intimately find that there are many heroes and heroines in the world—

That nearly every normal man and woman and boy and girl is a potential hero; as the annual Carnegie medal awards also amply prove. A very large number of these live quietly, do their work in obscurity, and are averse to publicity.

A motor cab in which a friend of the writer was riding the other day had a card fastened where the passengers could easily read what was printed thereon and the heading was, "Heroes at the Wheel." It seems that several drivers of the company had risked life to save others, and it was predicted that the driver of each cab would prove himself a hero if an emergency should arise—

And this is true of most drivers of cabs and of the majority of men and women everywhere.

A good example of this is found in William F. Kirk, a veteran sports editor, who died recently at Chippewa Falls, Wis. He was editor of a column in a local paper for many years. This column carried a good deal of poetry which the editor wrote, and it was good poetry for the most part. He knew two years before the end came that it was not far off. Just before his death he wrote the following, in terms of the baseball diamond:

The Ninth Inning

The doctor knows what his trained eyes see,
And he says it's the last of the ninth for me.
One more swing while the clouds loom dark
And then I must leave this noisy park.
'Twas a glorious game from the opening bell—
Good plays, bad plays, and thrills pell-mell.
The speed of it burned my years away,
But I thank God that he let me play.

Apparently Mr. Kirk lived in the spirit of the last line.

STAYING THE HAND OF PROGRESS

The timber interests are opposing the formation of the super road district that would construct a highway from Falls City through Valsezt to the Newport road leading to the Roosevelt highway—

That would add a vast undeveloped district to the trade territory of Salem—

That would lead to the progressive development of a large section potentially rich.

At the rehearing at Falls City yesterday, a woman testified that she must deliver cream on horseback for lack of roads, though her people own a section of land in the district, and a man showed that he must go outside to work to pay taxes on 1000 acres over there, for the want of transportation.

Such a reactionary spirit as the timber interests are showing towards this super road district is natural. A New York congressman said when the bill to extend territorial protection to the Oregon Country was up in 1825: "No scheme can appear more visionary than that of internal commerce between the Hudson and the Columbia. The God of nature has interposed obstacles to this connection which neither the enterprise nor the science of this or any other age can overcome."

And the Hudson's Bay company opposed civil government in the Oregon Country, because that company was making \$4,000,000 a year in its fur trade, and wanted to preserve this region for all time in an unsettled and uncivilized state.

The state highway commission cannot afford to let special interests hold back the development of the vast coast country west of Salem—

And the special interests ought not to ask it. Their protests will seem very foolish and short sighted within a few years.

The articles of W. T. Rigdon on the influence of Jason Lee in saving the Oregon Country to the United States of America, the first installment of which is printed this morning, are going to prove intensely interesting. They will help in the movement for a Jason Lee memorial and an annual pageant commemorating early pioneer events.

The people of Marion and Polk counties who came to the aid of the Prunport enterprise when it sorely needed their help are beginning to see that they build wiser than they knew. By their timely acts, they probably acquired holdings that will be worth many, many, many times their cost—and started on its successful way an institution destined to have a large place in stabilizing the prune industry of this district.

The campaign for the better support and more rapid up-building of Kimball School of Theology will be on in Salem this week; a prelude to a campaign for funds all over the great field which this institution serves. As goes Salem, so will likely go the whole northwest. It is therefore "up to" Salem to do the generous thing. It will pay. It will bring back in due course dollars and hundreds of dollars for dimes contributed now, for it is possible to make of Kimball a great institution. It should be a great institution. And this con-

summation can be vastly hastened by generous action on the part of our people now. This is important. It is urgent. It is not a matter that may be put off.

The Statesman is pleased to be able to say that the campaigns of this newspaper for a Jason Lee memorial and an annual historic pageant commemorating the brave deeds of the early pioneers of the Oregon Country and the territory and state of Oregon, are bearing fruit. At least one person is now collecting facts for the writing of a play that may be made the basis of the annual pageant. Others are working on the Jason Lee memorial idea. These efforts should finally result in institutions that will give Salem and Oregon more valuable advertising than could be had in any other way.

Following is an extract from an article written by Erwin Greer, president of the Greer College of Automotive and Electrical Trades, Chicago: "Speaking of the variation of automobile license fees and special taxes on gasoline, it may be all right for states like Wyoming, New Mexico, Arizona, etc., struggling bravely to build good roads across vast, sparsely settled districts to collect a modicum of their cost of maintenance from the tourist who benefits so largely through them, but it is far from just for the prosperous states to exact tribute from the huge numbers of pleasure seekers flocking within their borders to spend money and further enrich the coffers of the resort owners.

"Besides paying more than his share for the roads, is the automobile owner forever to be the victim and prey of petty, tribute levying politicians?"

The forces of the Y. M. C. A. throughout the Mississippi flood districts are giving wonderful aid and support to the Red Cross organization. This was to be expected, as a matter of course. But it is nevertheless noteworthy.

\$27,000 AMOUNT CITY WILL GET FOR ROADS

(Continued from Page 1.)

1925 legislature. Before that time, there was a statute which provided for 70 per cent of the taxes collected within the city to be returned, but another statute also in use had no such provision. The levy was always made under the statute which required no rebate.

To assure cities of Oregon of some of the money which hit was paying in taxes for the maintenance of its roads, the 1925 bill, prepared by J. T. Brandt, city attorney of Marshfield, was passed making it compulsory for the levy to be made, and 50 per cent to be expended in the various road districts in proportion to the amount of tax paid in each district. The bill also included a provision requiring the returned money to be spent for improvements on a street connecting with a market road.

May Use Anywhere
This provision was eliminated in an amendment to the bill passed by the recent legislature emanating from the house roads and highways committee of which J. B. Giesy was then a member. The returned money may now be spent on the improvement of any street the city sees fit to use it on.

The county makes two road levies, county Judge Hunt explained last night. One of 4.6 mills is levied on all road districts exclusive of the city of Salem. This levy raised \$138,000 in 1926. Salem

does not share in this distribution. The second levy is made against all districts, including the city of Salem. This levy provided \$169,000 in 1926. Fifty per cent of the money paid by residents of Salem into this fund is to be returned.

utilize tracks of the Southern Pacific under joint contract, was given permission to proceed with its construction, provided only that it begin immediately.

RAILROAD WORK MUST BEGIN WITHIN 60 DAYS

(Continued from Page 1.)

The I. C. C. recommending that strict permission to build into the northern line be given unreservedly to the Oregon.

"It was believed that with such permission granted the northern line would have no difficulty in negotiating an agreement with the Southern Pacific for joint use of trackage. With no alternative entry into Klamath Falls provided, it was felt the Southern Pacific had its northern rival at a distinct disadvantage in reaching an agreement on terms that would be acceptable to the northern line."

Permission Given
WASHINGTON, May 14.—(AP)—Another attempt was made today by the interstate commerce commission to settle the tangled controversy among railroads over the right to construct new lines in the Klamath Basin territory of Oregon.

The Oregon Trunk railroad, which originally proposed to build southward from Bend to Klamath Falls in Oregon but later withdrew its application when the commission sought to require it to

BUDDIE AND HIS FRIENDS

BY ROBERT



Metropolitan Newspaper Service

1-49-30

James Varney, recreation expert: "The young girl of today depends too much on her body and to little upon her mind for her attraction. The average chap likes a girl who does something besides move her body to the jungle cry of a jazz band."

High Street Apartment Property Sold Saturday
The purchase of the Clyde J. Boise property on High street, in the block north of Center street, by Ethel Folger, was announced yesterday by W. H. Grabenhorst & Co., realtors.
The property has a High street frontage of 64½ feet and is 165 feet deep. It is now occupied by an apartment house of frame construction. The price was announced at \$14,000.
Astoria—Improvements begin on Nehalem highway.

No man is worth more than his ambitions are.
Many persons jump at conclusions and call the convictions.
A lot of men never get anywhere in life because they have no destination in view.
Beauty shop: A place that labors to erase the work done by character.
We are so busy listening for brass bands and circus parades in all the doings of life that we often pass up the still small voice.

Bits For Breakfast

Bringing on the berries—

That is what this fine weather is doing, and gooseberry and strawberry canning will be under way, perhaps, within a couple of weeks.

The Salem Y free employment bureau had 185 applicants for work the past week, and sent 91 to jobs. The picking and canning season will take up all the blatus, and farmers and canners will be crying for help.

The War Mothers are going to pack jellies and jams and cakes and cookies on Thursday, at the armory, to send to the veteran's hospital at Portland. The plan is to do the packing Thursday forenoon, and send down the sup-

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Nowhere will you find more lovely silks than these
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40 in. Crepe de Chine, yd. \$1.98



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We are now displaying a very unusual attractive assortment to choose from.

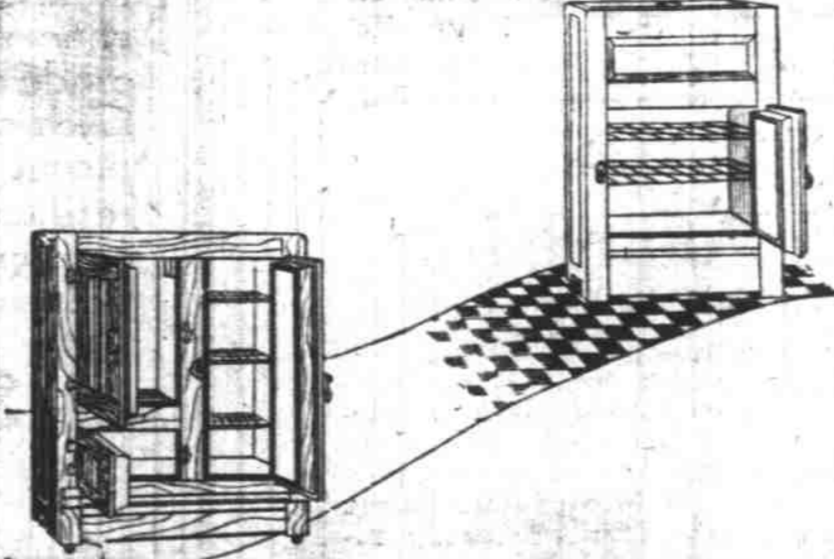


Salem Store 466 State St. Portland Silk Store 362 Alder St.

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- 50 lb. Three-Door Style Refrigerator 26.75
- 75 lb. Three-Door Style Refrigerator 31.75
- 100 lb. Three-Door Style Refrigerator 37.75

We sell and recommend these Refrigerators. Made in southern white ash with six wall insulation. Automatic circulation. Automatic Locks and hinges made of heavy rolled brass, nickel-plated and polished. Ice chamber container is of heavy rolled galvanized iron, rust proof. Interior of refrigerator is lined with a heavy coated white enameled steel lining.

You are invited to make the closest comparison between these and others of the same class, that are sold at much higher prices. See these before you buy.

TERMS 467 Court **STANDARD FURNITURE CO.** Phone 1142