

If we wish to be just judges of all things, let us first persuade ourselves of this; that there is not one of us without fault; no man is found who can acquit himself; and he who calls himself innocent does so with reference to a witness and not to his conscience.—Seneca.

Another Viewpoint

POINTED sarcasm attends the Oregonian's reception of news that Henry Ford will establish a "museum village" for the concentration of antique, early-American homes and furnishings and for the perpetuation, in garb and activity, of plain, old-fashioned villagers.

What a ridiculous spectacle the museum village will present, the Oregonian suggests, with its town green, its pump, its criner, its bowling park and its Priscillas and Johns. Waistoated swains and velveted dames will have no motor cars; the spinning wheel will displace the bargain counter at which today's villagers battle for shoddy at a price.

But, mayhap, the Oregonian has overlooked another side of the picture. The antique village may anticipate happy days. Modern ways may have deprived us of the bowling green and its accompaniment of nut brown ale, but it has brought us purposeless speed and moonshine. We may have forsaken the waistcoat and the old church bell, but we have the sockless flapper and her asphalt arab, to say nothing of wild night clubs.

Mr. Ford's dream may re-create for us a village of coal-oil lamps and the family surrey, but who is to choose between that happy prospect and the twentieth century flare for spot-lights and juggernauts?

If the Ford village might restore something of the gentility and kindness of post-Colonial days—something of the old hospitable, lach-string days; something of the old home circle culture of the past, even very modern youth might find something of beauty and pleasure and peace to marvel at in these rapidly moving, sometimes cynical days.

How Hoover Sees Aviation

"PER capita we transport more than twice the goods, passengers and express transported by any European country and one-third more mail than the liveliest of them—and we transport over longer distances," says Herbert Hoover in a current magazine.

We have 7500 miles of improved national airways in regular operation, with 207 municipal airports, 163 private and commercial ports, and 124 department of commerce landing fields.

So much for the facts. Mr. Hoover's interpretation is like this: All European governments have tried to produce these results by subsidies. These he has opposed. Our has been the American plan of government cooperation in the same way we have given it to navigation. The government has lighted the airways, furnished charts, licensed planes for safety and aviators for competence. "Here is your airway; now go to it," our government has said.

In most other countries the government dips into business often. In America the tradition is for the government to stay out and merely furnish regulation and cooperation.

This is in line with Hoover's theory of "American individualism," which he stressed in his acceptance speech. This is the philosophy that would underlie Hoover's dealing with economic problems if he should be elected president.

It might be paraphrased this way: Millions for help, but not one cent for federal partnership or government monopoly.

Mr. Tunney in London

AFTER Lord Decies had called Gene Tunney "a great gentleman" and otherwise patronized him, the fistic champion proceeded to mildly scold the notables who had gathered to pay him homage at a dinner in the British capital. Said Gene:

"I don't know why you make this fuss over me. What is boxing? The ability to coordinate the mind and muscle at a critical moment, that is all. Yet you receive me with all this acclaim. If I had been a great painter I would have been met by a couple of long haired men and short haired women; had I been a famous litterateur my welcome would have been left to posterity."

Gene was indulging in platitudes; excusable, perhaps, in post-prandial talkers. Had the hypothetical "great painter" or the "famous litterateur" been either truly great or famous, neither would have suffered in London for lack of lionizing. Witness the experience of our Joaquin Miller, Oregon product, "poet of the Sierras," and a long list of others. America has lionized much less able and less deserving ones.

But Tunney did a little more than he said: he coordinated mind, muscle, and a million dollars. Tunney might have had recourse in his post-prandial response to the words of Goldsmith, who said, "To make a fine gentleman, several trades are required, but chiefly a barber."

Making Motorists Welcome

RECENTLY, the western editor of the Congregationalist made a long auto trip, taking in the principal points of the United States, including especially the New England states. He concludes that the New England speed cops, supposed to be tinged with Puritan harshness and rigidity and conformity to rules, "have it all over" the western speed cops in politeness and consideration of motorists.

Here is another hint: Racine, Wisconsin, expresses her hospitality to wayfaring motorists by having her policemen hand to each visiting driver of a car a card, reading, "This card entitles you to park your car on the streets of Racine where you wish and as long as you wish. There is no time limit for you."

This would not do in Salem, you probably reflect. Would it not? Racine is a busy city of 70,000, and considers this not too great a strain to place on its hospitality.

Salem is the city of welcome, according to a slogan that we ought to live up to more generally than we do. Why not take a leaf from Racine's book of hospitality?

The Statesman has always upheld our speed cops and our policemen; believes they are generally considerate, efficient, fair and polite. But no human thing is so good it may not be improved upon.

Some one recently asked: "But who will run the government's business if Hoover is taken off the job and made president?"

The Statesman's 'Fourteen Points'

A Progressive Program To Which This Newspaper Is Dedicated

1. A greater Salem—a greater Oregon.
2. Industrial expansion and agricultural development of the Willamette valley.
3. Efficient republican government for nation, state, county and city.
4. Clean news, just opinion and fair practices.
5. Upbuilding of Oregon's young linen industry.
6. A modern city charter for Salem, adopted after mature consideration by all voters.
7. Helpful encouragement to best sugar growers and other pioneers in agricultural enterprise.
8. Park and playground development for all people.
9. Centralization within the capital city area of all state offices and institutions.
10. Comprehensive plan for the development of the Oregon State Fair.
11. Conservation of natural resources for the public good.
12. Superior school facilities, encouragement of teachers and active cooperation with Willamette university.
13. Fraternal and social organization of the greatest possible number of persons.
14. Winning to Marion county's people leads the highest type of citizenship.



A Washington Bystander

By Kirk L. Simpson

WASHINGTON — Postmaster General Harry S. New and the cabinet cab, Secretary West of Interior, Dr. Work's successor, virtually constituted the government in Washington after Secretary Kellogg set sail for Paris in mid-August.

There were no other cabinet members, not a corporal's guard of senators or representatives and no members of the supreme court at all in town to maintain the great triumvirate of government, legislative, executive and judicial.

General New stuck out the palm left New footloose and he takes his vacation gunning up in Northern Michigan every fall, putting in two cracks at it, several weeks apart, to get into the seasons of the sort of game he likes to shoot.

New's Prospects

There has seemed to be considerable doubt as to what New will do after election in the event that Hoover wins out.

Some postoffice observers think it quite likely that Dr. Work might like to return to that portfolio under Hoover, assuming that a Hoover victory would mean the Colorado man would have about what he wanted as a distinguished service reward for his labors as campaign manager. He was practically moved out of the postoffice into interior to make way for New when the latter lost out in the Indiana senatorial race and was given lame-duck refuge in Washington by his party chiefs.

Other successful election campaign managers like Will Hays and before that, Frank Hitchcock, found the postmaster's generalship a desirable berth from which to exercise their political talents. It gets mighty close to

A New Yorker at Large

By G. D. Sevmour

Broadway. Credit for devising it is given to Earl Carroll, who built it into his new theatre in 1921. It rises and falls on a simple elevator principle.

The principle in varied forms has been employed elsewhere. Florenz Ziegfeld moved a whole stage scene forward in one of his productions, and presentation motion picture houses frequently employ a false stage on which an orchestra is moved forward or back.

Now Carroll has added another touch. In his current Broadway show Vincent Lopez' orchestra is unveiled in midstage on a platform which moves forward as the musicians play, crosses the footlights, and comes to rest on a raised-orchestra platform, whence the whole group is lowered, still playing, into the pit as the next scene is presented on the stage.

Up With the Lark

The biggest dancing class in New York is for chorus girls already engaged but eager to perfect themselves in new torch-song fields. The girls may come in for an hour at any time they please from nine in the morning to five in the evening. But the biggest class is at nine a. m., which may please to somebody that the average chorus girl does not spend all night along the white ways.

Six Couples Get Licenses to Wed

Six couples yesterday took out marriage licenses from the office of the Marion county clerk. They were:

Paul L. Phillips, 22, 2484, Walker street, and Mae Hill, 23, of 890 North 14th street.

Arthur A. Kiddy, 31, of 718 Seventh street, Independence, and Estella White, 21, of 718 Seventh street, Independence.

Henry J. Reinhold, 25, of 1220 E. and Helen Louise Reinhold, 22, of 1220 E. 21st.

Guiding Your Child

By Mrs. Agnes Lyne

Leaving Him Alone

Not long ago I heard a young mother cheerfully say: "Janet has been being left with a stranger. So I never tell her when her father and I go out for the evening. She thinks we always stay right in the next room. I really don't know what she would do if she ever woke up and found that we had left her alone with a strange person."

If Janet's mother really did know, not only what her child would do, but also what she would think and feel, her attitude would be neither so nonchalant nor so complacent. Without doubt when Janet does wake up some night, she will cry with fear and loneliness.

If this were all, Janet's mother might be philosophical and say that we all have to learn to take disappointments. But it will not be all.

The sharp fear of waking in the night to be confronted by a strange face will affect her child deeply. For a long while after she may not feel safe even in the daytime if her mother is out of sight. Her dark room will become an unfriendly place full of potential dangers. Thus she will be more dependent than ever on her mother's presence, and she may never overcome her fear of the dark.

Such a shocking experience may be followed by insomnia or light and fitful sleep. The thought that during her sleep her parents may desert her will be enough to prevent her surrendering herself to that deep and peaceful relaxation which her growing body needs.

Along with her sense of security her respect for her parents will be diminished. How can she respect people who deceive, as she herself has been told never to do? Her mother, in forfeiting her child's respect, has lost a necessary condition of discipline and good shares of her influence in molding her child's character.

When parents are going out they must tell the child quite frankly what to expect. They must try to make him feel that he is safe and well cared for. Although this method of handling the situation may cause tears the first few times, he will soon learn to adjust himself to the inevitable.

CLICKS

That headline "Gene Knocks London Cold" doesn't click, as most Americans find the British capital that way all the time.

Now that Cal has cured a fly-fisherman of swaggering, let's turn him loose on our golf courses.

The Curry County Reporter sagely observes that "You hear a lot of railing these days against the bootlegger, but the bootlegger, who makes it possible for the bootlegger to carry on his trade."

As near as we can make out, if the farm boy of today paid as much attention to the plow as he does to the flivver, more farm problems would be solved at home.

Commenting upon presentation of a St. Bernard dog to Al Smith, the Corvallis Gazette-Times remarks that it is the St. Bernard which carries around a key, of rum strapped to its neck in the Alps.

Joseph Daniels declared prohibition "a phantom." If so the democrats are seeing a lot of ghosts these days.

Walking from Salem to Portland for a prize seems sort of futile. Now if the walkers were leaving Portland for Salem they'd have something worth while to strive for as an objective.

The Statesman hopes you had a nice outing over Labor Day.

We are glad we didn't have to print the personal opinions of some people regarding newspaper reporters.

Finding a pontoon from Amundsen's plane leads to the conclusion that the Arctic explorer perished somewhere at sea. Thus another dark chapter of history is closed.

"By their notebooks you shall know them" apparently goes for Salem's attitude toward reporters.

Despite all the inventions and devices which science has contrived for the protection of ships at sea, including the miraculous radio, an old-fashioned fog apparently causes as many accidents today as in years gone by.

Bert Hassell and Parker Cramer, enroute by air from Rockford, Ill., to Stockholm, are safe in Greenland. A fact at which the whole world rejoices.

Seven French soldiers were killed in a sham battle during army maneuvers in Algeria; which is more than some of the real battles of those South American revolutions often claim.

We Can't All Be LINDBERGH'S

But we can at least follow his example. Lindbergh leaves nothing to chance. He tests his engine, he studies his maps, he routes his course. He takes every precaution that is humanly possible. So should you.

Have you made provision for the future or are you foolishly taking a chance. Did you realize that thousands upon thousands of travel accidents occur every year and there's no telling when you may be a victim. Think of your loved ones and secure this protection today before it is too late to take out a

\$10,000.00

Travel Accident Insurance Policy

for every member of your family between the ages of 15 and 70.

You can easily afford to do it for the cost of each policy is only

\$1.00 a year

Here Are a Few of the Many Benefits Pays \$10,000.00

For loss of life by wrecking or disablement of a railroad passenger car or street, elevated or underground railway car, passenger steamship or steam boat, in or on which insured is traveling as a fare-paying passenger as specified in Part I of policy.

Pays \$2,500.00

For loss of life by wrecking of public omnibus, taxicab, auto stage which is being driven or operated at the time of such wrecking or by a licensed driver, playing for public hire and in which the insured is traveling as a fare-paying passenger or by the wrecking or disablement of a passenger elevator, hands, feet or sight, (as specified in Part IV of policy).

Pays \$1,000.00

For loss of life by wrecking of a private automobile or private horse drawn carriage, or of an exclusively pleasure type of passenger motor vehicle, by being struck or knocked down while walking on a public highway, by a moving vehicle (as set forth in policy); or being struck by lightning, cyclone or tornado, collapse of outer walls of any building, in the burning of any church, theater, library, school or municipal building, feet or sight, as specified in Part IV of policy.

Pays \$20.00 Weekly

For injuries sustained in any manner specified in Part I or II which shall not prove fatal or cause specific loss as aforesaid but shall immediately, continuously and wholly prevent the insured from performing each and every duty pertaining to any and every kind of business (as specified in the policy) but not exceeding 15 consecutive weeks.

Pays \$10.00 Weekly

For injuries sustained in any manner specified in Part IV which shall not prove fatal or cause specific loss as aforesaid but shall immediately, continuously and wholly prevent the insured from performing each and every duty pertaining to any and every kind of business (as specified in the policy) but not exceeding 15 consecutive weeks.

Hospital Benefits

If a bodily injury for which a weekly indemnity is payable under this policy is suffered by the insured, and if on account of said bodily injury the insured is removed to a regularly incorporated hospital, the Company will pay the insured (in addition to the said weekly indemnity) for a period not exceeding five weeks, \$1.50 per week.

Emergency Benefit Registration Identification and Financial Aid

The Company will register the person insured, and if insured shall, by reason of injury, be physically unable to communicate with relatives or friends and in a condition requiring identification, the Company will, upon receipt of messages giving your policy number, immediately transmit to such relatives or friends as may be known to it any information respecting the insured and will defray all expenses to put the insured in communication with and in the care of relatives or friends, provided such expenses shall not exceed the sum of One Hundred Dollars.

INSURANCE APPLICATION AND SUBSCRIPTION BLANK

THE NEW OREGON STATESMAN Date....., 1935
Salem, Oregon

Gentlemen:

You are hereby authorized to enter my subscription to The New Oregon Statesman for one year from date. It is understood that The New Oregon Statesman is to be delivered to my address regularly each day by your authorized carrier and I shall pay him for the same at the regular established rate of 50¢ per month.

I am enclosing a payment of \$1.00 Policy fee. I am to receive a \$10,000.00 Travel Accident Insurance Policy issued by the North American Insurance Company of Chicago, Illinois.

I am not at present a subscriber to The New Oregon Statesman I am now a subscriber to the Oregon Statesman

Name..... Age.....
Address.....
City..... State.....
Occupation..... Phone.....

The Oregon Statesman

Old Oregon's Yesterdays

Town Talk From the Statesman Our Fathers Read

September 4, 1906

Governor George E. Chamberlain proclaimed, Monday, September 4, as Labor Day.

Second set of bids for filling in the ground around the new post office building were received and sent to Washington. Cement walks around the entire square are not to be laid this fall.

State Treasurer G. S. Moore has returned from a three weeks fishing trip in Klamath county.

D. W. Pugh has taken an interest in the bicycle business of Otto Wilson on Court street and the firm will have the name of Wilson and Pugh.

The committee on fire and water having formally accepted the new Fox boiler, Chief W. W. Johnson of the Salem fire department yesterday installed the new engine.

Hon. P. H. D'Arcy and sisters, Maria and Teresa are home from a trip to California.

Mrs. H. P. McNary and Mrs. Gertrude Lowendaale went to Newport yesterday for a few weeks outing.

Attorney Allen Forward has returned from a visit to Portland.

John Steelhammer was a Woodburn visitor yesterday.