

That life should appear commonplace to any man is evidence that he has invested it with the coarse habit of his thinking. Life is beautiful to whomsoever will think beautiful thoughts. There are no common people but they who think commonly and without imagination or beauty. Such are dull enough.—Stanton Kirkham.

Accepted

THE Eugene Register, noting the assertion of the Statesman that there will eventually be another road over the Cascades, the highway through the Minto or Hogg pass, approves, and adds, "We'll all help." That paper gives this invitation:

"Let the Statesman folk come up about next May and drive from Eugene to Bend and back. They will understand then why we of both sides of the mountains do not feel that we need commiseration about our 'mile-high' road. We would not have it otherwise than as it is even if we could."

The invitation is accepted.

Touching on the matter of the proposed Santiam highway across the Cascades, Robert B. Gould, Deschutes county engineer, talked to the Bend chamber of commerce last Friday. Among other things in favor of the Santiam route he mentioned:

"Four of the highways east of the Cascades would empty their traffic into the Santiam road; traffic from three of them passing through Bend, the other feeding in at Sisters."

He said the Santiam highway will be open the year around and will be a safe, speedy road—"a fitting trans-mountain extension of the fast roads of eastern and central Oregon."

That the elevation of the McKenzie pass summit is 5326 feet; of the Santiam pass summit 4820 feet, and that on the McKenzie summit "heavy snow conditions prevail over a distance of 11 miles, while on the Santiam pass these conditions are over an area of only one and a half miles."

And that "at the Santiam divide there is no area of exposed lava from which snow is constantly moved by winter winds."

And Mr. Gould said that should the Santiam road be routed north through Detroit, it will "prove to be a highway of comparatively low cost," also the route "will relieve congestion of the crowded Pacific highway between Albany and Salem."

And he said the road is already built from Sisters west to the Deschutes county line, and the survey for a second unit has been made by the bureau of public roads, and it is also constructed from Salem to Detroit.

These are all powerful arguments for the early completion of the highway over the Cascades connecting directly the central Willamette valley with the inland empire of central Oregon.

Real Estate and Interest

ARTHUR Brisbane, whose daily comments reach millions of readers, sets up thousands of regrets when he tells of the fabulous increases of New York real estate. Joseph P. Day sold a block of land in New York city Thursday for \$3,375,000 and Brisbane informs us that the property was purchased in 1890 for \$265,000.

Throughout the country readers will sigh over lands they might have bought which would have brought a proportionate increase.

Apply your pencil to Mr. Brisbane's figures. Money placed at seven per cent compounded interest will double every ten years. The \$265,000 invested in the lot would have been \$530,000 in 1900, \$1,060,000 in 1910, \$2,120,000 in 1920, \$4,240,000 in 1930! The alchemy of compounded interest becomes more marvelous than real estate increases. The moral is that everyone should start early, systematic saving, and let compound interest do its work. Twenty dollars a month or half the payment on your car, invested regularly from the ages of 20 to 60, will enable you to retire with \$50,000 in the bank. Real estate is more spectacular and makes better news copy for Brisbane, but compounded interest is far more simple, even as a stepping stone to real estate investment. And the starting requirements are smaller.

Japan Keeps Her Word

ATTENTION is called to a little dispatch from Tokio the other day which told the new mikado reviewed his fleet. In the line of 180 fighting ships were eight "capital ships"—battleships and battle cruisers armed with huge guns. They made a magnificent, warlike spectacle.

But in 1919 the late mikado reviewed his fleet, and there were 21 capital ships in line. All but eight have been scrapped under the Washington treaty. Japan has kept her word. Those who know Japan knew she would. The late Harry Miller of Oregon, who was the highest commercial authority of the United States in Japan during the war of that country with Russia, and before and after that conflict, often spoke of the absolute honesty of purpose of the Japanese official classes, from the mikado and his family down. Their word is as good as their bond.

And no nation with hostile designs would throw away thirteen battleships. Japan is likely to go far in keeping the peace of the Pacific area in the Pacific era. The whimsy ghost of the "yellow peril" has vanished. Let us hope for good.

Francis I. Jones, director general of the United States employment service, predicts more general labor employment in 1929 than last year—and less unemployment. That is a very encouraging note. The unemployed people of the Salem district can at least tighten their belts and make the best shifts they know how to arrange, and look forward with hopeful hearts.

Some time ago, the Statesman advocated a steering committee for the session of the legislature opening a week from next Monday. There is a vast amount of important work to do, and the time is short. A steering committee would obviate the loss of precious time in merely milling around and muddling through.

Working and waiting will get us the highway over the Cascades, through the Santiam pass—and the more work the less wait.

Mr. Hoover intimates that he will choose his own cabinet—presumptive, in the opinion of the voluntary slate makers of that hotbed of politics, Washington, D. C.

Certain legislators may properly be depended upon to defend themselves against the taste of Salem water by bringing their own drinkables for the period of the session.

The chamber of commerce seems to agree that what Salem needs for 1929 is more of what Salem already has.

Kellygrams BY FRED KELLY

A MANUFACTURER who employs a big night force of industrial workers tells me that his night men accomplish within 10 per cent as much and seem to be nearly as intelligent a group as his day workers. This wasn't true ten or fifteen years ago, he says. At that time night workers were more likely to be men who couldn't get day jobs and were nearly 40 per cent behind day workers in producing capacity. Likewise, they were noticeably less intelligent.

"What," I asked, "has brought about the change?"
"An important reason," the manufacturer replied, "is the great improvement in lighting. A good factory is now so well lighted that it makes no difference as to a man's efficiency whether he works by natural or artificial light. Indeed, electric light is often better because placed exactly where needed. In the old days, it wasn't only a question of inability to work by a poor light. The worker used poor lighting as an excuse to do less than he could have done."

Soon Due For Another Trimming



Who's Who and Timely Views

REAL RAILROAD PROGRESS

NOTED

By GEN. W. W. ATTERBURY
President, Pennsylvania Railroad
(William Wallace Atterbury was born in New Albany, Ind., Jan. 31, 1866. He is a graduate of Yale university, and holds three honorary degrees. He began his career as an apprentice in the Altoona shops of the Pennsylvania railroad in 1886, and gradually climbed to the office of president, to which he was elected in 1925. In 1917 he was in charge of the erection of the United States military railroads in France, during the World war, and was commissioned brigadier general. He has received several decorations from foreign countries, and has been awarded the Distinguished Service Medal.)

During the past year the American railroads have made real progress. That progress consists not merely of improvements in railroad operation itself, but in a realization of the importance of

coordinating rail, highway and air transportation to the end that the public shall realize the best available service with the minimum of unnecessary overlapping.

During the past year the railroads have also felt they have now become sufficiently secure and the support of the public generally is so manifested through regulating authority that projects of expansion and development could be entered upon with more than ordinary confidence.

Our own company recently announced a comprehensive electrification plan covering the territory between New York and Wilmington. It is expected that during the next year the rail and air service across the continent will be inaugurated. Progress is being

made in co-ordinating bus, truck and container car service.

More careful and extensive research than ever before is going on concerning the future problems of steel rail construction, road maintenance, the design of motive power and equipment generally, as well as the best methods of arranging terminals, yards, etc., and in developing improved operation and economy.

The new year promises to be prosperous. Railroad progress will go forward with that prosperity and as far as possible ahead of it. The most gratifying characteristic of the situation at the end of the year is the loyal attitude of the working organization and the intelligent support of public opinion.

Labels Congressmen 'Peanut Politicians'

By CHARLES P. STEWART

Washington Correspondent for Central Press and the Statesman

WASHINGTON, Jan. 5.—"Peanut politicians! The average American citizen ranks higher morally, and socially than the average congressman!"

Strong language!—what?

Yet Frederick A. Fenning, who uses it speaks with considerable authority. Fred's congressional acquaintance-ship is pretty wide.

Washington's mayorality is vested in a trinity—two civilian commissioners and a military man, all appointed by the president, but required to work in harmony with congress, as the capital's city council.

In harmony? Well theoretically, in practice, maybe not always. If Fred Fenning knows what he is talking about, and he does. Fred was one of Washington's civilian commissioners until a couple of years ago.

For awhile after Fred's appointment there was harmony enough. Then Fred got into a row with certain congressmen and they started out to lift his scalp. All the mistakes they tried to pin on poor Frederick would not look well in print. Fred swore by high heaven that he never would resign under fire, but he finally did.

Thereafter Fred held his peace for a long time.

The other day, however, out he

came in one of the New York Sunday editions, telling in three columns what kind of an outfit he thinks congress is. "Peanut politicians!" sums it up.

Fred's implied estimate of "the average American citizen" is not particularly flattering either.

True, he does classify the "average citizen" above the "average congressman," but the strong inference is that he has mentioned about the lowest order of creation he can imagine—and then put the "average congressman" even below that.

With all due deference to Fred Fenning, as an expert, I believe he errs.

Congress seems to me to be a fair cross section of the country—which is all, in my opinion, that is reasonable to expect. Able men are scarce on Capitol Hill, certainly—also in private life. Mediocrities predominate in Washington, unquestionably. Most of the rest of us are mediocrities too.

Where the congressional mediocrity is at a disadvantage—willfully, he has to pose as something extra-super. Falling-of-course—he is set down as a bigger prize than he really is. We others simply admit the fact, and it is quite all right.

It is thus, in my judgment, that Fred makes his mistake.

The best estimate is that about 25 or 30 men run both houses of congress—the rest doing practically just what their leaders, with genuine brains, tell them to do.

This is an allowance of around five per cent of the members of our national legislature above the very, very ordinary class of mere human folk.

I question if the non-official

average is a bit better—or much worse.

If Fred Fenning had said, "The average congressman ranks no higher morally, economically and socially (or mentally) than the average American citizen," why, then I think he could have defended his thesis until the cows came home.

They Say ...

Expressions of Opinion from Statesman Readers are Welcomed for Use in this column. All Letters Must Bear Writer's Name, Though This Need Not Be Printed.

Citizen Criticizes School Basements

SALEM, Jan. 2.—To the Editor of the Statesman: I believe in having the doctor examine the school children's eyes and teeth and examine them for symptoms of T. B. I believe what is equally important is to have the doctor examine the basement of the school house when the children are playing under the supervision of the coach. A cloud of dust rising from a hospital floor, which makes the air as obnoxious to the lungs as the city water is to the stomach, is not a proper atmosphere to require children to exercise in. If they play in such a room without a director it is just as bad, but different. If sweeping once a day is not sufficient then I say such a room should be swept often enough to make it proper for supervised drill.

CITIZEN.

The Grab Bag



Who am I? What is my profession? What city office do I hold in Indianapolis?

Who sometimes is referred to as the "Sage of Concord?"

Which state sometimes is called "Turpentine?"

What is the capital of Finland?

"He that is ready to slip with his feet is as a lamp despised in the thought of him that is at ease." Where is this passage found in the Bible?

Today in the Past
Matthias Baldwin completed his first locomotive, on this date, in 1831.

Today's Horoscope
Persons born on this day are often discouraged because they continually have to struggle against worldly tendencies. They always seem to strike snags that disturb their serenity. They should try to see the bright side of things more often.

A Daily Thought
"The greatest of faults, I should say, is to be conscious of none."—Carlyle.

Answers to Foregoing Questions:
1. Meredith Nicholson; novelist; councilman.
2. Ralph Waldo Emerson.
3. North Carolina.
4. Helsingfors.
5. Job, xii, 5.

SMITH ELEMENT IS SAID PARTY MENACE

WASHINGTON, Jan. 7.—(AP)—The future success of the democratic party, in the opinion of the representative whip in the house, depends upon ridding the organization of those forces which nominated Governor Smith and controlled his campaign. Otherwise, he sees a disintegration of the party beyond salvation.

Box, who recently was selected democratic whip for the remainder of the present congress succeeding the late Representative Oldfield, of Arkansas, expressed this view in a letter, made public today, to Franklin D. Roosevelt, new governor of New York, and political and personal friend of Smith. Roosevelt had congratulated Box on his reelection and suggested the party must have a constructive program and continue to maintain a strong national organization.

Replying, the Texan declared the situation which culminated in the nomination of Smith and Hoover and the election of the latter was a "calamitous mistake." "If the situation and forces which nominated Governor Smith and controlled the campaign continue to dominate the party," he declared, "Texas and the entire south will cease to be democratic, the east will not be controlled, the west will be permanently estranged and the party will break up, some of its voters going to the republican party, others remaining with the organization, and others becoming independents."

GUNMEN VALUED AT \$10 EACH BY COMMISSIONER

DETROIT, Jan. 5.—(AP)—Open season on Detroit gunmen was declared today by Police Commissioner William P. Rutledge who presented \$10 gold pieces to two patrolmen for killing an alleged bad man, and said that each policeman that kills a bandit, will receive a like reward.

Bits for Breakfast

By R. J. Hendricks

A good suggestion—The one that Salem and Marion county might find a way to give employment during the slack season to the men and women who are attracted here during our harvest times and are stranded in the winter months.

But care would have to be used to make it cooperative, general, along the plan of Herbert Hoover for the whole nation.

For instance, if the news went out that Salem and Marion county had provided work for her employed in the slack season, this city would be the Mecca for the unemployed from other points, near and far. But the solution is worth an attempt at working out. It might induce other communities to do the same.

Here is one suggestion. A flax scutching and retting plant in Salem, a large one, would give a lot of employment. Its big operations could be scheduled for the winter season. It could be made to pay, but a large capital would be needed for the plant and machinery. This might be arranged, however, with the right kind of backing and the right organizers. And the flax from the farms might be paid for as it was processed. This could be arranged, if the farmers were sure they would get their money as the product was sold.

That is only one idea. There are many others of course. The state flax plant will never be able to take on as much flax acreage

as will be offered by the growers. The limit for that plan will be around 10,000 acres; probably less, for a long time, with the flax grown from J. W. S. pedigree seed, which will about double the tonnage that has been usual, and treble the fiber content. The demand for the kind of fiber we produce is large now and will constantly grow.

The canning of vegetables and the making of jams and jellies here, and the processing of marshmallows, cherries, and other industries in that line, which are all coming, will help. But we can't expect these to be a big factor of relief for several years.

You get a fair idea of the predominance of the strawberry industry in the Salem district when you know that Washington canneries put up 35,864 cases of strawberries last year, and Oregon canneries 233,811 cases, nearly all the Oregon berries are grown in Salem's patronizing territory; even those canned in Portland and elsewhere.

Add to that the fact that half our strawberry tonnage goes into the cold storage parks, and some were shipped fresh and consumed at home, and you get a conception of what has happened in a period extending over only a few years. Up to 19 years ago you could haul in one wagon the picking season all the strawberries were growing and a long picking season, either.

Travel is worth while, going to discover what strange people feel superior to the people of other sections.

Americanism! A rich man's bride, flush for the first time in her life, spending like a king on candy store.—Exchange.

The Way of the World

By GROVE PATTERSON

ARRIVING

Low Hahn is at the head of a great concern which operates 22 large department stores in 21 cities. Hahn, after he was graduated from a Jersey City high school, worked at many jobs. He was an errand boy, shoe salesman, insurance solicitor, telephone employee, a miner and an editor. Then, when he was about 37, he became managing director of the National Retail Dry Goods Association. He held that place for ten years. Now he leads a giant concern in the line which he knows most about.

A man will do well to find his place as early as possible. But if he is late finding it he should keep on trying to arrive. There is something that most of us can do better than anything else. After we are sure what we want to do we should spare no effort to find the place. The thing many young men need to do is to quit their jobs, even at a financial sacrifice, and get into the place where they fit.

NOT WORTH IT

Some insects seek to escape the jaws of their enemies by the art of imitation. They look like a bit of rock or a twig or a leaf. Their natural enemies, looking for food, pass them by. That is one way to beat the ceaseless struggle for existence and stay alive.

There is something reminding of all this the habits of some human beings. They look like nothing by never coming out into the open with an idea or an opinion, by seeking to avoid contact they hope to escape all the unpleasant experiences of life. Lacking courage, and lacking courage they seek comfort. They seek safety in the habit of never taking a chance, no matter how worth while the cause.

Of course life, lived this way, is just not worth living. In such a case life is a liability and not an asset.

COMPETITION

Is competition a thing of the past? Some business leaders would like to see a change in the old Sherman anti-trust law. They say competition is declining. In favor of many cases combination, mergers, mean lower prices to the people, as well as big profits to the operators. Independent are hard hit by the methods of the chain operators. No getting away from that. What matters most is the trend of the greater number.

No matter what business leaders say about competition we shall always have it. For the most part the smart fellows and the hardest workers will get the good jobs, the good profits. Competition may or may not be the life of trade, but one thing is sure: it is the trade of life.

Poems that Live

THREE SEASONS

A CUP for hope! she said,
In springtime ere the bloom
Was old:
The crimson wine was poor and cold
By her mouth's richer red.

"A cup for love!" how low,
How soft the words; and all the while
Her blush was rippling with a smile
Like summer after snow.

"A cup for memory!"
Cold cup that one must drain
alone:
While autumn winds are up and moan
Across the barren sea.

Hope, memory, love,
Hope for fair morn, and love for day,
And memory for the evening gray
And solitary dove.

—Christina G. Rossetti (1830-1894)

By Swan

High Pressure Pete

