

Vare to be Blackballed

THE senate committee, having sat on the egg nearly three years, has hatched the report which would deny William S. Vare his seat in the senate. Vare was nominated and elected from Pennsylvania back in 1926. Governor Pinchot, his opponent in the primaries, gave him a certificate saying: "On the face of the return it appears" etc. The next governor, Fisher, gave him a better certificate but Vare didn't get by the gate.

The complaint against Vare was that he spent too much money, for one thing, and it was charged there were election irregularities at the general election. Vare spent about \$800,000 in the primaries in a three-cornered fight. Pinchot and Senator Pepper who were in the race, together spent \$2,200,000. So Vare was the least stained with the sin of spending of any of the three. No one doubts if the reformer Pinchot had been nominated and elected "on the face of the returns" he would have been seated. Likewise the cultured and Episcopal Pepper would have been received with open arms, in spite of the Mellon money. But Vare who was only a commoner and a Methodist and a practical politician who didn't have to work through a lot of committees, gets kicked out.

The silk-stocked Pepper and the gold-spoon Pinchot each spent more money and each had his own machine the same as Vare. Vare was nominated because he had more votes. The masses stayed with the commoner.

We don't like the low grade of political ethics shown by Vare. We doubt however if a good many of those voting against him have any higher standards of political morality. Some congressmen will not hesitate to use the government's money in the way of pork and patronage to buy their way back into office. They raise their hands in holy horror when some one like Vare spends his own money in his own campaign.

In spite of being both a devout Methodist and a political boss, Vare has some real virtues. He is a rugged, self-made man whose hands show the marks of real toil. He built his machine by the cement of personal service to the people in his district: a load of coal to a poor family, a barrel of flour where a bread-winner was sick, or help to a job for many a man. In South Philadelphia he erected the Abigail Stites Vare Memorial church and the Abigail Vare public school, named for his mother. Other public works there bear the names of his brothers. The Vares were big contractors handling lots of city work and charges of collusion on this account have been many. But they are real contractors and their competitors admit their efficiency.

Vare will get blackballed at the country's most exclusive club. Maybe he deserves it. But what a lonely and forbidding place the senate will be if all the practical-minded Methodists are barred and only the impeccable Norrises and Nyes admitted?

Barge Lines on the Columbia

THE Portland Journal, on days when it is not agitating the building of a cog-wheel or funicular railroad to get from the lower Columbia over the mountains to Yakima, forgetting for the moment its time-honored stand for the virtues of water level transport, uses the same mouth harp to agitate for a government barge line on the Columbia river. The theory of the barge line is that it would cut freight costs for farmers of the interior. Oddly enough the farmers might question whether they would get the benefit of the cut or whether it would just be pocketed by Portland exporters as many of the farmers claim is the case with Portland's present differential of ten per cent over Puget Sound ports from points south of the Snake River.

What about a barge line on the Columbia. It is a fine big river with plenty of water and plenty of freight to move. Why doesn't private capital go into the barge line business? Simply because private capital is assured the enterprise would not pay. We recall the effort made twenty years ago, led by J. N. Teal of Portland and the late Prof. W. D. Lyman of Walla Walla for the building of the Celilo canal. The government appropriated the money, finished the canal. Efforts to establish boat lines as far as Pasco and Kennewick failed and the canal is now never used. It is a monument to a mistaken idea.

Here are the difficulties for successful boat or barge lines above The Dalles. It is a hundred miles and more before the river reaches available heavy tonnage at Umatilla and Wallula. Even there the freight is not produced along the river but in the foothills back from the river. The wheat would have to be hauled to the river by rail, entailing double handling costs. Heavy investments in docks and terminals would have to be made. River improvements would have to be made for tying up barges to the docks. Even now one great trouble at The Dalles, for instance, is the variation between high and low water, which makes it difficult to construct docks usable all the year.

The strong river current above the gorge makes the hauling of upstream cargoes slow and expensive.

Certainly we should like to see the great Columbia converted into a highway of commerce. Some day it may come. It doesn't look feasible to us now. We don't favor having the government go into the barge line business and pocket heavy losses like the Alaska railroad.

The northwest needs development. The development must be sound and permanent, not based just on a set of chamber of commerce resolutions and editorial buncombe.

Reparations Show War's Cost

AMERICAN people are too busy squaring their personal budgets to give much concern to the international reparations conference now in progress in Paris. Yet the definite determination of Germany's exact reparation debts has been termed the "greatest problem before the world."

Owen D. Young and J. Pierpont Morgan represent the United States at the meeting which has been termed by Mr. Young as an assembling of the second Dawes committee.

The first committee set the amount of an annual annuity to be paid by Germany as reparations and prescribed the revenue sources from which this was to come. This payment of \$625,000,000 annually has been met by Germany.

The present meeting is for the purpose of definitely answering the question how long Germany shall continue to pay? Some experts have proposed that the total fee be \$8,000,000,000. This would be utilized by the Allies to settle their international debts and to assist in reconstruction work. Germany will ask a much lower total indemnity while France and England will insist this figure is too low.

At Versailles in 1919 the total indemnity was placed at the preposterous figure of \$200,000,000,000 but later in London the Allies fixed the German reparations at \$85,000,000,000 which Germany promptly declared was impossible with the resulting occupation of the Ruhr valley and the subsequent Dawes negotiations and temporary settlement.

From the \$200,000,000,000 total reparations payment first suggested to a total of \$8,000,000,000 now being considered seems a huge reduction but it is folly to conceive that Germany can stagger under a much larger load. Burdened with internal as well as reparations debts, economic ease for Germany lies far ahead. Her plight should be lesson enough that war is futile and the cost too tremendous to permit any nation to countenance future struggles.

Eugene has a group of wise gasoline dealers. Thirty-five of them have joined in an agreement to place the price at 19 1/2 cents. If the wholesalers continue to cut and slash, these retailers need only to sit tight; they can increase their profits and let the war go merrily on.

He's Wanted Down Below



Who's Who & Timely Views

Canadian Universities Declared More Conservative

By STEPHEN LEACOCK
Political Economist and Humorist
(Stephen Butler Leacock was born at Swanton, Nants, Canada, Dec. 30, 1869. He was educated at Upper Canada college, the University of Toronto and the University of Chicago. From 1891 to 1892 he was a member of the staff of Upper Canada college and was later on the faculty of the graduate school of the University of Chicago for four years. He is now head of the political economy department at McGill university at Montreal. He has written many humorous stories.)

AMERICAN universities and Canadian universities in the main are very much alike. We give the same degrees, the same courses. But when we examine them in detail we find quite a striking difference.

Our universities cover less latitude, have less direction of study than you have in America. In my own school, McGill university, all of the lectures are compulsory. Even the fourth year students are mailed to the seats. But on the whole students like it.

It has always been customary in the past to wear caps and gowns, but this tradition has recently died out. Although an attendance was made a few years ago to revive it, the students now wear ordinary clothes to class in my day a cap and gown cost about 1.25, but now that they cost about \$12, the students might as well buy a coat and a pair of pants.

Another difference between the two systems of schools, is that we don't carry things as far as you do down here. McGill university is not completely co-educational. The law school and medical school are still kept for men only. But we have, like you, the perpetual temptation to put in practical studies in our universities. We call a course 'Salesmanship' instead of 'Political Economy.' We were recently asked to include a course on hotel management and another on the selling of life insurance, but we haven't come to that yet. They are hard to keep out, though, for the students seem to like those catchy names.

CROWD HEARS MUSICAL TURNER, Feb. 25.—Turner high school presented its musical comedy, "A Gypsy Rover," to a picked house, Thursday evening. Mrs. Jean McInturff Pearce, director of the glee club and Mrs. C. V. Clodfelter, director of the orchestra, had charge of the presentation.

GLENDALE, Cal., Feb. 25.—(AP)—Thirty thousand people, sweltering in the heat of one of this winter's hottest days in southern California, formally dedicated the Grand Central Air terminal here Friday.

The airport, boasted as the "most modern in the nation," received the plaudits of a score of notable personages in aviation. W. B. Mayo, chief engineer of the Ford Motor company, Detroit; Colonel Arthur Goebel, famous pilot; Governor C. C. Young of California; Jack Maddux of the Maddux Air lines, and other delivered radios from the improvised grand stands.

Over 100 Planes Seen
More than a hundred airplanes, including a group of military aircraft flown by United States army pilots, swept on to the 400 acre field for an hour and a half, parading before an enthusiastic crowd. Among the pilots were Miss Bobbie Trout, holder of the women's endurance flight record; Lieutenant I. A. Woodring, army stunt pilot; Ruth Elder, woman flier, and Lieutenant D. W. Tomlinson, former navy stunt pilot.

Notables Present
Lieutenant Tomlinson, flying a tri-motored plane of the Maddux Air lines, had landed with Ruth Elder, Peggy Hamilton, writer, Jack Maddux, Colonel Arthur Goebel, Mayor George Oryer of Los Angeles; W. B. Mayo, Patricia Dean, film star, and Miss Virginia Sullivan, Lieutenant Tomlinson's fiancée, as passengers.

Lieut. Tomlinson, believing his passengers had cleared the plane, gave the motors the "gun" as the passengers posed beside the ship for photographers. The right rudder struck the group broadside, he confessed that he wanted to do knocking them to the concrete it for advertising.

Editors Say:

EXECUTIONER SUICIDES

"The man who walks alone" is dead—a suicide, John W. Hulbert, who between 1914 and 1926 earned \$15,000 for executing felons for the states of New York, New Jersey and Massachusetts, went to his basement Friday and sent two bullets into his own body.

Hulbert had earned \$15,000 by turning the killing electric current into the bodies of men, and it cost him his mind. While not insane he lived in constant terror, and rarely left his home. He feared that friends of men he had executed would murder him, and he said "I've lost my nerve. I couldn't perform another execution."

Hulbert had no friends. Everywhere he was recognized he was avoided, pointed out, and discussed in hushed whispers. The money he was paid could not compensate for the lack of human companionship and his memories of men he had watched die as his hand controlled the switch that ended their lives.

Police Lieutenant Charles Becker was the first man Hulbert executed. Becker was involved in the murder of a New York gambler. Hulbert never considered himself an avenger, or an agent of society. Neither was he of the type which delights in dealing death. It was merely business with him. "Someone has to do it," he once said, "and it might as well be me—I need the money."

But that mental attitude could not be maintained, and Hulbert ended his own life rather than live longer among his fears and horrible memories.—Medford News.

There's no particular value as a business getter in the slogan "Patronize your home town merchant" unless it's backed by quality and price equal to that obtainable elsewhere. Sentiment hasn't any more weight with the buying public than the cents of a flea's feather bed. Dallas merchants know this but does the public know they know it?—Dallas Optimist.

One hundred thousand persons turned out at Mexico to follow to the grave the body of Jose de Leon Toral, executed for the murder of President-Elect Obregon. Curiosity may have impelled some, but one does not escape the conclusion that Mexicans are a long way from being unanimous in support of the existing order and the existing government in that country.—Morning Register, Eugene.

Old Oregon's Yesterdays
Town Talks from The Statesman Our Fathers Read
February 26, 1904
The first government inspection of the Oregon National Guard to be made since the militia became a part of the standing army of the United States was begun last night when Company I of Woodburn was visited by Colonel Taylor of the 19th U. S. Infantry. Colonel Taylor will be in Salem tonight.

The First Congregationalists have decided to build a new church at a cost of about \$8,000, half of which sum is now in sight. The finance committee consists of George G. Brown, J. A. Morrison, Mrs. J. J. Murphy, Mrs. W. C. Kautner and Mrs. D. J. Fry. On the building committee are Dan J. Fry, R. B. Fleming, Charles E. Fuller, Joel Hewitt and R. B. Duncan.

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.

To the Editor:

It is rarely that any community is faced with such an opportunity as that which now confronts the city of Salem. We are offered a gift of \$150,000 by the Rockefeller foundation if we will match it by a subscription of \$300,000 making a sum total of nearly \$500,000. Can we afford to accept the challenge? To suggest that we will not accept it is to suggest that we are lacking in enterprise, or business judgment. Has this community ever considered what the effect upon it would be if the university were to withdraw and leave no substitute behind it?

It is no light education educational institution with not compulsion on the taxpayer public to support it. It is no light burden that is imposed on the supporter of the independent college. The friends of Willamette have been compelled to wage a constant battle for its existence, but we accept the gauntlet of battle because public sentiment requires it, and because our disadvantage hardens us for the subsequent contests of after life.

Willamette like Lincoln and Garfield, began at the bottom. Our dormitories were the third story of the "Oregon Institute" and the rustic cabins of student construction. They were all conducted on the European plan where every student was his own chef, cook and dishwasher. It was a famous pioneer hostel. Our first endowment of \$650 was contributed by the passengers on the Lausanne. This was supplemented by contributions of \$500 each from Leslie, Lee and Judson, of \$300 from Wines and Beers, and of \$200 each from Parrish, Waller, Brewer and Raymond. These contributions represented from one-fourth to one-third of the total assets of the donors. They were payable in cash, in orders on the mission and in labor, in lumber and in wheat.

The teaching staff was paid in starvation salaries. Wealth and even life, were sacrificed in service. The earlier years were years of continuous discouragement. And even later years were little better. Even as late as the 80's when Prof. Hawley served for ten years as president we were not able to give him a salary that would keep a canary bird in good physical condition. At times it was necessary to sacrifice valuable assets to stem the tide of adverse conditions.

As a representative of the institution the war was instructed to sell for \$2000, the full block on the northeast corner of the campus, having a frontage of over 200 feet on State street, but he could get no bidder. He later did sell, at that figure, nearly the whole of Yew Park addition. Happily safeguards have been adopted that will make impossible sacrifices of that character in the future. The university is now paying her own way. She has no need of the money given her is used as one of the city's best and most profitable investments.

It is not an idle fund hidden away as a speculation, awaiting an advance in value as the city advances in population. For 80 years she has been a contributor to the support and prosperity of Salem, while non-residents have given hundreds of thousands of dollars because they realize that she has been a prominent factor not only in building up the city but the state as well. But unfortunately she has no recourse to the tax roll. She is in no sense a beggar. She pays as she goes, but she needs more money to measure up to the present demands of the future.

Her investors have been men of enterprise. Of non-residents their contributions have been as follows: Robert A. Booth, \$200.00, C. A. Collins \$100,000, Eric V. Hauser, \$100,000, Peter W. Severson \$100,000, James J. Hill \$5,000, E. A. Eaton \$50,000, E. E. Umelner a large sum, Philip Buchner \$500.

A. N. Bush is conspicuous as Salem's leading contributor, but hundreds of others have shown a kind and liberal spirit. How can we show to these people our appreciation. Only those who have lived in Salem for a generation know what has been Willamette's contribution to her prosperity. She has been one of the chief attractions of the town. For a period of 80 years she has been an educational magnet that has drawn about her thousands of students and residents of a high character. Her location as a home town is ideal. Taste and skill have marked her development. Original and acquired beauty have been factors in her growth. They aided in her fight for the for the state capital and in the future will be factors in making her a beautiful, attractive and prosperous city. Appreciation of her own advantage and a reasonable display of public spirit will make her attractions irresistible.

That Salem will hamper in any way the acceptance of the proposition made by the Rockefeller foundation is unthinkable. Back of our appeal for its acceptance stands a record of 80 years of sacrifice and devotion. Webster, battling for Dartmouth, admitted she was as a small college but declared "she had troops of friends." Let us demonstrate that, although Willamette is admittedly a small college she too has "troops of friends" and is fired in her unquenchable determination to "go over the top."—CHAS. B. MOORES.

way plans to put up a monument for their comrades in the Cityview and the Relief Corps have already

Bits for Breakfast

By R. J. Hendricks

They were all there—The cannerymen, at the chamber of commerce luncheon meeting yesterday.

To hear what W. G. Allen, dean of the industry here, had to say. He said a lot, about the great growth and progress of the industry concerned with the preservation of food supplies, which date back in time before history, and without which the human race would have had sledding in keeping from starving to death.

But the important part of the remarks of Mr. Allen had reference to the cold storage processes, the oldest of all in time of their beginnings, and the newest in their modern applications, with which new outlets for our strawberry, loganberry and raspberry tonnages are largely tied up.

Take our strawberries. About half of them are now going to market in cold pack form, from barrels to cartons.

Last year, figured in 450 pound or 50 gallon barrels, about half the strawberries of Oregon and Washington went to market by the cold pack route.

That is, we sent an equivalent of about 90,000 barrels of strawberries in cold pack—three times the number sent in 1926, and an increase last year over 1927 of about 35,000 barrels. The 450 pound barrel contains 800 pounds of berries and 150 pounds of sugar, and the proportion applies to smaller containers, down to the one pound cartons.

Multiplying the 90,000 barrels by the 300 pounds, you have 27,000,000 pounds of strawberries. Multiply that by two for the canned pack, and you have about 54,000,000 pounds strawberries sent to market last year from Oregon and Washington, other than the tonnages of fresh berries sold.

Of the total strawberry tonnage marketed, the Salem district supplied about 12,000 pounds, for the Salem canneries alone. This district also sent hundreds of tons of strawberries to Portland and other outside canners and packers.

That is enough to indicate the great importance of Salem as a strawberry center; and a growing one, in long distance shipments in

these two ways of marketing, Salem is the biggest strawberry center of the world.

But this is also the greatest of all loganberry centers, and the cold pack processes are needed more with this crop than with strawberries. For it is a city, as shown by Mr. Allen, the loganberry lends itself with special advantage to the cold pack process. It retains the color, aroma and flavor better than any other fruit. That is, the cold pack process preserves the essential oils of the loganberry more nearly in their natural state of the berries fresh from the vines than this can be done in the case of any other fruit.

This fact furnishes the basis of hopes for big things in the loganberry industry. It is singularly appropriate that these facts should have been brought out at Salem, the birthplace of the loganberry grown on a commercial scale, the time of which seems short. It was in the nineties of the last century; only a little more than a quarter of a century ago.

The fact was brought out yesterday that Salem consumers take practically no canned loganberries while they have responded very freely to the lure of the cold pack output, especially for pies.

This is an earnest of what may be expected elsewhere, for if any people know good loganberries the people here should, with their taste running back to the birth of this king of the bush fruits.

THE TOUCH-STONE

A FOOL and knave with different views For Julia's hand apply; The knave to mend his fortune sees, The fool to please his eyes.

Ask you how Julia will behave, Depend on't for a rule, If she's a fool she'll wed the knave— If she's a knave, the fool. —Samuel Bishop (1731-1795)



Oregon Statesman

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