

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe."  
From First Statesman, March 28, 1851

THE STATESMAN PUBLISHING CO.  
CHARLES A. SPRAGUE, SHELDON F. SACKETT, Publishers  
CHARLES A. SPRAGUE, Editor-Manager  
SHELDON F. SACKETT, Managing Editor

Member of the Associated Press  
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Entered at the Postoffice at Salem, Oregon, as Second-Class Matter, Published every morning except Monday. Business office 215 S. Commercial Street.

Pacific Coast Advertising Representatives:  
Arthur W. Stuyves, Inc., Portland, Security Bldg.  
San Francisco, Sharon Bldg.; Los Angeles, W. Pac. Bldg.

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## More About Salem Water

THE army of kickers against Salem's water supply dwindled to a corporal's guard at the hearing called by the public service commission Monday. The city attorney cited a few cases of complaints about policy in making extensions by the water company. Two of the commissioners said the water still tasted "terrible."

Yet on the street one hears a chorus of complaint about Salem's water situation. The thing that is lacking is a water program for the city; and the program is lacking because thus far the leadership is lacking. That responsibility properly rests on the mayor and city council. They may evade the responsibility if they choose; and the water conditions will drift along and drift along as they have for half a century.

It is plain as almost universal experience has proven that the city should own and operate its own water system. There will be no satisfactory solution here until Salem does own and operate its water system. Supplying a commodity like water is too vital in community life to be left to private enterprise for private profit. If it is contended that it would be assuming too big a load of debt for the city to take over the water company now operating, it may be answered that the city is doing just that now—paying interest, principal on the company's bonded debt and profits on the stock besides. The issue of public ownership of the water system is deeper than the dollars and cents involved. It goes to the very life of the community, its health, its security in present population and industrial development, and its promise of future growth. Every year's delay postpones the solution of the problem and adds to the capital value of the company's plant.

The postponement of the hearing by the commission permits the mayor and council to tackle the water problem which it has so far largely avoided. A representative commission ought to be designated to make a study of the Salem situation and report to the community what the wisest policy ought to be. This should be done before an investment of a quarter of a million dollars is made by the water company. With the studies which have been made by the city's engineers, Copper and Simpson available, it should not be difficult for a commission to prepare a report rather speedily.

If we were to outline what we think a sound program for Salem it would be first: to acquire on a reasonable basis the present water company property; make use of the Willamette as a source of supply only such a time as would be necessary until the city could go up the Santiam for mountain water. The principal indebtedness would be water utility bonds which would be taken care of by the earnings of the city water system. We are paying for the system now, only the title is being acquired by new properties.

With reference to the Kelley filings for power development at Marion Lake we were first disposed to believe that the city should insist on its rights to prior claim to those waters for a water supply. A fuller study will convince anyone, we believe, that such a development would be a real benefit in case the city should ever want to go that far for water. The dam would provide a vast storage supply. Transmission through miles of closed conduit would prevent contamination and that in an area which the Santiam Pass highway will eventually penetrate.

Whether or not Mr. Kelley is a "promoter" is beside the question. If he is just a four-flusher, his permit dies in three years; if the development should go forward it would add to the taxable wealth of the state and add thousands of horsepower to the power reservoir of the Willamette valley. Such a development would not interfere with this city's going into the power business if it ever wanted to because it could do so at much lower cost on the lower Santiam or by steam generating plants in Salem.

The main question before the house is our own water program. The Salem public will listen attentively to the answer which the mayor and council give to this pressing question in their early sessions. Silence will mean evasion, and evasion will give no final answer. It will mean a continuance of the policy of drifting along.

## Interested in Trade or Commerce

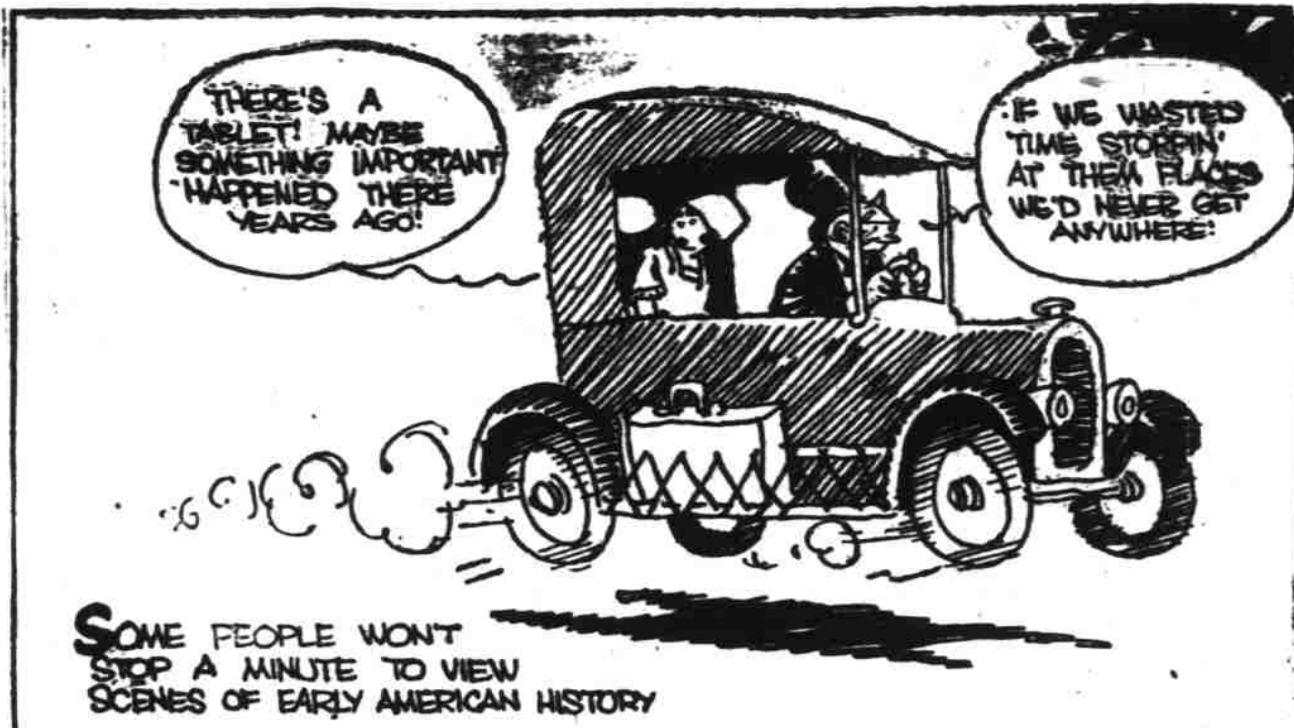
SENATOR NORRIS is seeking to have the senate declare Andrew Mellon ineligible to hold the office of secretary of the treasury because of an old statute which bars one from the position who is "interested in trade or commerce." It is not enough that Mr. Mellon has made every effort to comply not only with the law but with the ethics of his position. On assuming office he resigned all offices in corporations; he does hold stock in many corporations but in none of them a majority interest. If Mr. Mellon sold all his securities and piled the money up in a concrete vault he still would be "interested in trade and commerce" in the broadest sense of the term, because the values of his cash would fluctuate with the ebb and flow of markets.

Who is not "interested" in trade and commerce? The bookkeeper in a factory; the holder of a life insurance policy; the widow living on interest from savings; the fellow looking for a job; the mechanic, the artisan, the sculptor seeking to sell his works, all are interested in "trade and commerce," for it is by trade and commerce that all subsist. There are probably plenty of men lacking both in property and in brains who would attempt to qualify under the Norris interpretation, but the results would be disastrous to the country. As usual Mr. Mellon seems not to be disturbed by the lashings of the Norris group.

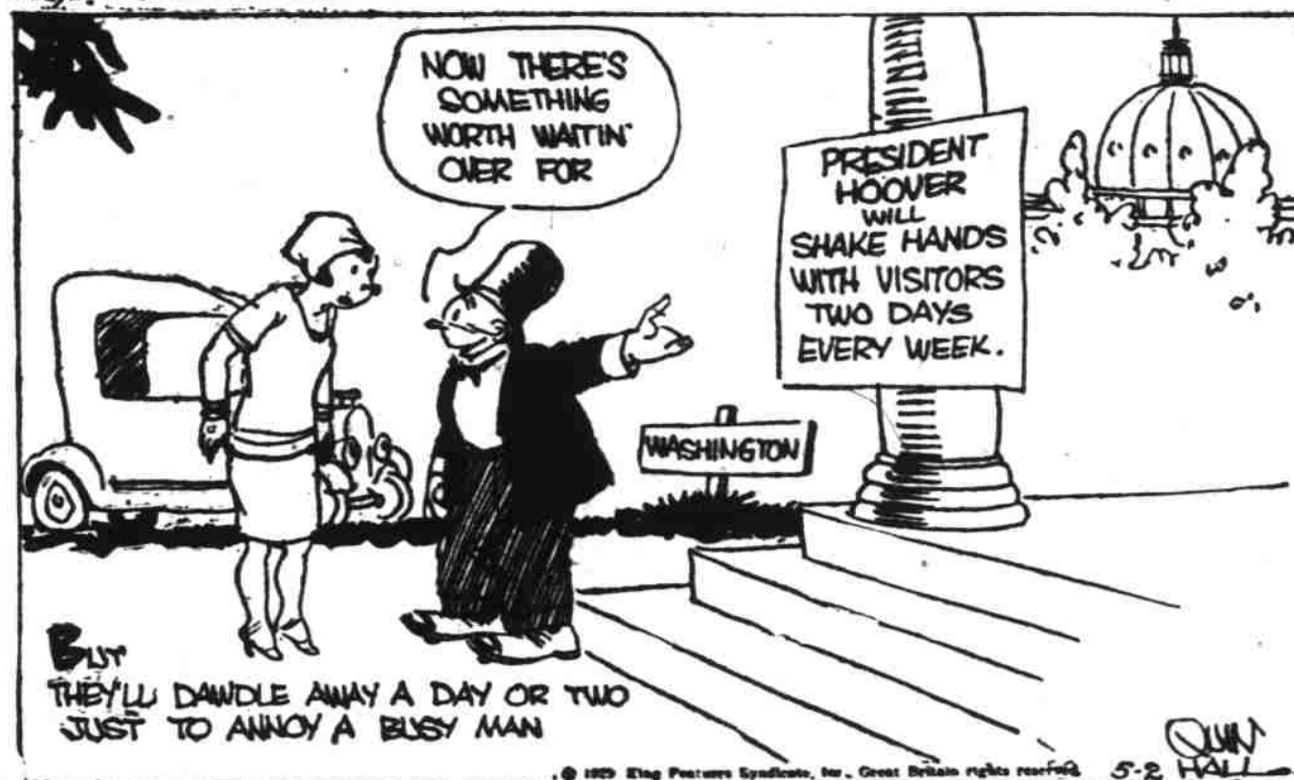
We are glad to see the Union Pacific step right out in front and take the lead in railroad affairs in Oregon. The U. P. for some years past has been content to operate in a conservative manner and to indulge in no pioneering in Oregon. It has resisted pressure to extend its lines in Central Oregon. It protested against any reduction in passenger train schedules between Portland and Chicago despite the fact that it had the most direct route, with the easiest grades, the finest roadbed and equipment. The Great Northern and Southern Pacific have been stepping out in front. We are pleased that the Union Pacific showed real signs of life in making a real fight out of the time-cutting business and placing the Portland limited on a schedule of 6 1/2 hours from Portland to Chicago. Now what about an extension from Crane to Crescent?

We note the report that some of the members of the school board are a little fearful that a candidate for the position of high school principal, age 33, is "too young" to run the Salem high school. The trustees of the University of Chicago seem to have more faith in youth. They have elected Dr. Robert Maynard Hutchins, 30, dean of Yale university law school, to the post of president of the University of Chicago. Too young at 33? At that age Alexander the great was dead.

## Human Nature



SOME PEOPLE WON'T STOP A MINUTE TO VIEW SCENES OF EARLY AMERICAN HISTORY



THEY'LL DAWDLE AWAY A DAY OR TWO JUST TO ANNOY A BUSY MAN

## 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.

Editor Statesman:

Some time ago I contributed an item to your columns in which I expressed myself as favoring the policy pursued by Polk county in collecting taxes to that followed by Marion county. Polk county sends all taxpayers a notice giving the amount of their taxes while Marion county waits for the taxpayer to write for this information.

At one time Polk county pursued this same policy, but wishing to improve on the service to the people and eliminate work for the office their present policy was tried out and after many years of use has proved most satisfactory. Believing our policy to be wrong I took the time to write Sheriff Hooker of Polk county, asking for information on the subject and am just in receipt of his reply which I am offering you for publication, believing that many will be glad to learn how well pleased the sheriff of Polk county is with the policy.

EUGENE PRESCOTT  
1064 Oak St.

Mr. Eugene Prescott,  
Salem, Oregon,

Dear Sir: In reply to your letter of recent date wherein you make inquiry as to our policy in sending out statements of taxes to all known tax payers of this county, will answer by saying this office has for a good many years mailed out to each known taxpayer a postal card containing a brief summary of the Oregon tax laws, also giving the amount of the current tax, we also try as near as possible to keep up with the transfers of real property in this county and mail the new owner a statement, we find this means a very good tax collector, and are well satisfied with the method. We mail these tax cards about six weeks before May 5th, and Nov. 5th, each year and as soon as the taxpayer receives these notices they begin to mail in their checks for taxes and in this way we are kept busy writing the regular tax receipts and the final rush is not near so great as it would be otherwise.

I do not use any extra help during the tax rush, as that is eliminated by our method.

I am sincerely,  
T. B. HOOKER,  
Sheriff and Tax Collector.

## LINDBERGH TELLS AVIATION'S NEEDS

WASHINGTON, May 1.—(AP)—Col. Charles A. Lindbergh's impressions on the development of aviation in this country were laid today before a joint congressional committee which is studying the airport needs of Washington.

Lindbergh observed that while there is more private flying in this country than abroad, not one American city has airport to compare with those of Europe and none of the existing American fields may be used as models for the future.

## BITS for BREAKFAST

By R. J. HENDRICKS

A needed movement— One to identify and mark the historic spots of Oregon, and to protect and preserve the proper nomenclature of this section.

And there is going to be formulated such a movement. California has long had a monument to J. W. Marshall, the gold discoverer, who first came to Oregon with the 1844 immigration, and went to work for Sutter in 1846; and that state has restored Sutter's fort, Washington has a Marcus Whitman monument.

Oregon has so far done little along this line, but there is much to do, and the events preceding the 1934 centenary celebration of that coming of the missionaries, and perhaps in some cases following that forthcoming great event, will bring the movement now starting to such prominence that the people of Oregon will be led to do their duty, or at least to make a good beginning in the doing of it.

It has taken a long time to establish the fact that the best route for a highway through the Cascades connecting the central Willamette valley with the empire of central Oregon is by way of the Minto pass; that when the proposed highway shall have been constructed by that route it will be kept open the year through, because it is the lowest and besides is singularly protected against the drifting of snow.

The Indians, long before white people came, had a trail over that route. One of the first exploring projects of the early pioneers, after the initial large immigration of 1842, was over this route, attempting to find a better way from eastern Oregon to the Willamette valley, because this part of the 2000 mile trek "the plains across" with ox teams was the most trying of all, to the exhausted people and their teams, and thousands lost their lives almost in sight of their "promised land." Other ways were found, by improved portages around the Cascades of the Columbia, the Barlow route, and by the "southern" route into the Rogue and Umpqua valleys, about which there were such bitter controversies beginning with 1846, when there was great suffering, and much loss of life, by the sections that left the main wagon trains at Fort Hall and went that way, though in 1847 those who took the "southern route" came through in good shape.

The outstanding man among

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## Editors Say:

### BOYCOTTING THE PRESS

Attention of advertisers everywhere should be called to the action of the merchants of Amarillo, Texas, where a boycott was started on the paper of Gene Howe because he had the nerve to speak his mind about the performance of Mary Garden. That was not the real cause. That was the excuse. Gene Howe, like his illustrious father, speaks his mind about everything that comes along in the daily news. Because he has pronounced opinions and regarded a lot of the generally accepted amenities as bunk and says so, certain of the Pollyannas and professionally good people do not like it. So, they started to suppress free speech in Amarillo by boycotting Howe. The leading merchants however seem to be real Americans and whether or not they agree with Howe they favor liberty of the press. So, they waited on him, told him if he was having any financial difficulty with his paper that they would voluntarily raise their advertising rates. We don't know anything personally about Amarillo, but as a town is usually just about as progressive as its merchants, we should say that Amarillo must be a darn fine town.—Corvallis Gazette Times.

### ANOTHER CHICAGO SCANDAL

The latest revelation of Chicago graft is quite as shocking as anything that has come to light in recent years. Trustees of the Chicago sanitary district are under the guns of the prosecuting officers for alleged misappropriation of many thousands of dollars of the district funds. They are accused among other things of chartering a special train to go to Washington to work for flood relief, of loading the train with champagne and beer and diverting it to New York where they staged a wild "whoopie" party, paying thereafter a \$6900 bill for broken hotel furniture, and all at the expense of the district they served. Another little thing they are being called upon to explain is the \$120,000 bill for printing a presidential message. While appealing to the government for funds with which to check flooding streams, they were squandering huge sums in riotous living. A fit punishment for them would be to sentence them to work out the amount of the misappropriated funds building dikes along the bank of the rivers. Let them provide the flood relief with their own hands.—Astoria Budget.

### A LAKE OF GASOLINE

During 1928 the citizens of the United States burned upwards of 14,000,000,000 gallons of gasoline. A speaker at the recent

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In buying, be sure to get genuine Phillips Milk of Magnesia. Doctors have prescribed it for over 50 years. "Milk of Magnesia," has been the U. S. Registered Trade Mark of The Chas. H. Phillips Chemical Co., and its predecessor, Chas. H. Phillips, since 1875.—adv.

meeting of the Society of Automotive Engineers in New York, pointed out that this would make a lake five miles in diameter and nearly four feet deep. Putting it in terms like that helps one to realize the tremendous importance that oil has in modern American society. It also emphasizes the difficulties that would lie in the way of adopting gasoline substitutes. Benzol, for instance, can be made from coal; yet if all the soft coal mined in the country last year were made into benzol it would only make a lake a tenth as big as this one. We have a gasoline civilization, obviously; and one of our greatest problems is to insure a steady, cheap supply of the all-important fluid.—Klamath Falls Herald.

### OREGON IN COMPARISON

An unbroken panorama of green fields, flower covered hills,

and blossom-laden trees greet the eyes of those who are traveling the expanse of Oregon from the state line on the south to that on the north. From Ashland on the north, through Medford, Grants Pass, Roseburg, Cottage Grove, Eugene, Corvallis and Salem through to Poffland on the north, there is an endless scene of spring-time verdure and unrivaled beauty unsurpassed by any state of the nation. The traveler is not only enraptured with the enchanting beauty that stretches out as far as the eyes can see on either side of the railroad or highway, but he is impressed with the fact that here is a land not only of beauty, but of peace and of plenty, where destructive tornadoes, ravaging floods and several elemental disturbances are unknown—a land where there is a maximum of security in life.—Medford News.

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