

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe."  
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### Practical—or Political?

IN another column on this page we reprint an editorial from the Albany Democrat-Herald on the subject of the Santiam highway. Albany and Linn county have very loyally supported the construction of this road up the south Santiam and have expended money liberally to bring the road right to the forest reserve, hoping to receive federal aid for construction from that point to the summit of the Cascades and the connection with the road to Bend. The chief of the federal roads bureau, Thomas MacDonald, has been critical of this project and a few days ago announced that no funds were available for the work. The editorial referred to, however, seems to treat the road not as a practical project so much as a political one. Here are some significant paragraphs:

"The deadlock is unusual in that it presents the spectacle of a federal bureau head defying a United States senator, who is chairman of the senate committee that shapes the legislation under which he must operate his department, and a congressman who, as chairman of the powerful ways and means committee, controls the appropriations to which he must look for his administration."

"It is an unusual situation, because bureau heads at Washington, D. C., are not accustomed to defy members of congress, who have power of life and death over their pet schemes, unless those members of congress desire to be defied."

In other words the "many avowals of loyalty" on the part of Senator McNary and Representative Hawley are to be used to the point of a political club; and it is a fair inference from the tone of the editorial that these men might expect political reprisals from Albany in case they do not stand up and deliver.

This utterance on the part of the Democrat-Herald greatly weakens its case. The highway up the Santiam ought to stand on its merits as a practical project and not as a political one. The bane of road-building has been political interference. In Oregon with all the political pressure that comes from various communities, the state has rigorously relied on a non-political body to carry out its road program; which certainly would resent pressure from powerfully placed legislators in behalf of special projects.

The Statesman feels that the building of the South Santiam road is a practical and worthy project, and hopes that it may be built. How soon it should be built and whether it should precede or follow the North Santiam project ought well to be left to the forest service or the federal road bureau which will be called on to spend the bulk of the money. At least we do not feel that the commitments of Senator McNary and Representative Hawley would go so far as to bind themselves to see that the road is built in defiance of the judgment of the bureau head.

### Prohibition in Mexico

AT a time when some newspapers and publicists are urging retreat from the high ground of national prohibition, Mexico under the administration of President Portes Gil is launching an effort to make Mexico dry through progressive steps in prohibition and in education of the public. Latin countries have long been known as bitterly opposed to restrictions on the liquor traffic. It has been part and parcel of their economic system and liquor consumption has been almost an essential part of their diet. Alcohol has held sway in Mexico and still does, as the trek of thirsty Americans to the border towns amply testifies.

Here are some of the prohibitions and restrictions which go into immediate effect in Mexico: limit the number of saloons and prohibit sale of liquor outside of designated places; prohibit the manufacture of spirituous liquors with high alcoholic content; restrict importation of hard liquors; prohibit sale of liquors to women and minors, etc.

The plan of education includes obligatory instruction in schools, applying abstinence pledge, national exhibits, dry propaganda slides in movie houses, temperance lectures in the army, in factories and labor union headquarters.

We wonder if the "Christeros" will start a revolution over this reform.

Some of the effort at instruction in the evils of intemperance would be valuable in this country. We might not take to "dry slides" in picture houses, but we would be happy to have a host of the banal wisecracks in vaudeville on prohibition chalked off. If Mexico is willing to undertake a program looking to driving out of liquor, it would seem a poor time for the United States to lapse back to the sins of the old saloon days.

### The Cry of Remorse

"I never meant to kill him. I only meant to scare him." Such is the inevitable cry of remorse which the young Portland slayer of a high school youth now makes. In the face of evidence of deliberate intent, he makes the assertion; because now he is face to face with the great tragedy he is responsible for. Bold to kill, he is too weak to assume the full responsibility.

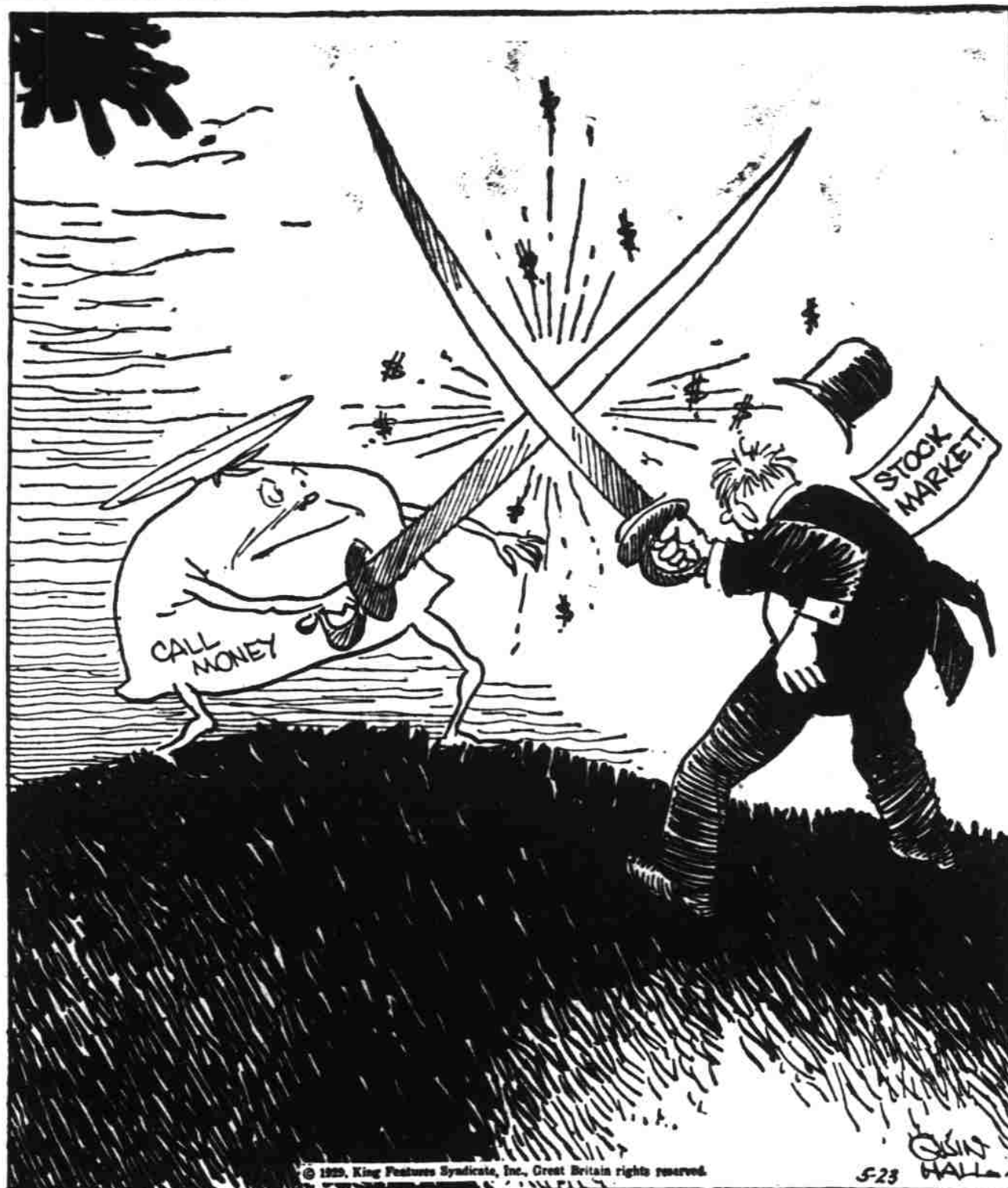
Searching for the psychic spring which prompted his foul act, is of course baffling. But undoubtedly the power of suggestion had much to do with it. Moving pictures, newspaper accounts, lurid fiction all depict the free and easy gunning of these days. It is not at all difficult for one harboring a grudge to follow the suggestion pressed upon him from so many sides, of shooting and killing. The lad was morally responsible; but the abnormal act undoubtedly had its inspiration in the atmosphere of semi-terrorism in which we now live.

### Harlan Calls for Help

KENNETH HARLAN now wants the federal trade commission to investigate the Oregonian. He would probably be quite willing to do the investigating himself for a modest \$48,000. Not content with damning the public service commission, he must swing his inkpot against the one paper in the state which, from the standpoint of revenues and resources, ought to be independent from outside control. It wasn't so long ago that The Oregonian was charged with being linked with the power company in promoting the campaign of Fred Steiwer. That called for a federal investigation in which Pullman smoking car conversation became the sole evidence.

The work such as Harlan has been doing plays right into the hands of the power companies, because it is so easily discredited.

### The Clank Of The Sabers



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### BITS for BREAKFAST

By R. J. HENDRICKS

About beautiful trees—

There is a historic walnut tree on the Yamhill county side at the Wheatland ferry. It was an eastern black walnut tree. It is over 80 years old and was planted by Daniel Matheny. The present owner, Clyde LaFollette, a few years ago granted it over to the Franquette variety of English walnut, and the tree stands in symmetrical magnificence about 100 feet high to the tips of its topmost limbs.

It is a historic tree, because it stands on the original donation land claim of Daniel Matheny, who was one of the leaders of the 1843 covered wagon train, the "Applegate train," the first to come clear through with wagons, and much the largest up to that time. The arrival of this train practically settled the boundary question; confirmed the Oregon country as American territory and led to the hoisting of the stars and stripes over it. Daniel Matheny had served in the war of 1812, receiving his discharge at the victory of New Orleans. He served in the Black Hawk war as a first lieutenant and in the Mormon war as a captain. He died at Wheatland in 1872.

Some time ago, the old residence of Clyde LaFollette at Wheatland burned to the ground. The bark on the historic walnut tree under discussion was all burned off of one side—or burned so badly that it has stripped off for about 20 feet up. Some of the top limbs were badly scorched. But the tree is showing vigor and nature is doing its best to repair the injury. Right up to the bare wood on the burned side, the sap is running, and the leaves are coming out nicely on the scorched high branches.

Now, Mr. LaFollette is getting ready to build a better house, of stucco or similar construction, on the spot where the old home stood.

He naturally would like to see the ugly burned body of the old tree, facing the new home, healed over—besides the historic tree is very valuable as a property asset. It is worth a lot of money.

So a friend of Mr. LaFollette (name in consideration of modesty withheld) has written to Hon. Martin L. Davey of Kent, Ohio, who was a member of congress for several terms, who is the great "tree doctor" of the United States, as was his father before him, asking what if anything may be done to assist nature in covering over the bare burned half of the lower body of the historic walnut tree. Report will be made later in this column concerning the answer to the inquiry.

The Daniel Matheny donation claim is opposite the site of "the old mission" of Jason Lee and his companions; the first of its kind west of the Rocky mountains. The site is in view of the LaFollette residence, across the river.

That is a historic section. The donation claim of George Gay was next to that of Matheny. Gay's life would make a book. He arrived opposite the old mission with a companion in 1835, the next year after it was started, more dead than alive, having been attacked by Indians in southern Oregon. They attempted to swim the river to the mission side of it, and were washed down by the current and would have perished but for the mission people going to their rescue in a canoe. Gay built the first brick house in Oregon on his donation claim; still standing. He became a noted early Oregon character. He was at one time the richest individual in the country. He entertained United States government representatives here to report on the Oregon country. His latch string was always out. Descendants of Gay are living in that neighborhood yet. More about that section later. Much more.

Let's, all of us, keep down the idea of calling Minto pass Hogg pass. Over the historic Minto pass, before many years, there will be a paved highway that will be the only one kept open the whole year through; the main branch of it running to Salem, and another to Albany. This will become the chief artery of travel between the central Willamette valley and the inland empire. The pass was discovered and proclaimed and established in the public prints by John Minto, pioneer of 1844, and it should forever bear his name. Besides, Minto is a better sounding name than Hogg; and Mr. Hogg merely projected a railroad over the pass, which was not built.

### Editors Say:

AN UNUSUAL DEADLOCK

In view of the apparent impasse at the national capital between Thomas MacDonald, chief of the bureau of public roads, and Senator McNary and Congressman Hawley over the completion of the Santiam highway, there's a lot of surmising going on among the champions of the project.

The deadlock is unusual in that it presents the spectacle of a federal bureau head defying a United States senator, who is the chairman of the senate committee that shapes the legislation under which he must operate his department, and a congressman who, as chairman of the powerful ways and means committee, controls the

### Here and There:

Terse comments on Events, Local and Abroad, of the Past Week.

OVER there, in that distant, far-away land called "Something Better" there is the ever-present charm of "Great Things." We heard "Mr. Smith" needed was to hike over there, take his few dollars, and "sink them into the ground," and presto, fortune was at hand.

Probably by today this vagabond of ill-fortune is on his way, to that Great Land. Thus always with those who day dream but do not seize the opportunity of the present day.

The land over the mountains, the city of Great Things is here, now, today. Those who seize upon this fact accomplish good tasks; those who bide their hours are forever lost in chasm of tomorrow and its vague possibilities.

WHEN a boy kills, shall the state extract its pound of flesh? You may answer affirmatively but stand with "Daddy" Lamb next to the trap at the

appropriations to which he must look for his administration.

Mr. MacDonald says that the bureau of public roads cannot cooperate now in building the Santiam highway east from the Cascadia ranger station. Senator McNary says that he is sorry that Mr. MacDonald takes that view and asks for further directions. Congressman Hawley refers to his interest in the project and, like his colleague, asks for further instructions.

It is an unusual situation, because bureau heads at Washington, D. C., are not accustomed to defy members of congress, who have power of life and death over their pet schemes, unless those members of congress desire to be defied.

There are situations in which such a dumb show might be put over. We have been slow to think that this is one of them. But, as we said at the start, there's a lot of surmising being done.

We have said from the beginning that the Santiam highway would be completed if Senator McNary and Congressman Hawley desire that it be built. We have not changed this opinion. Senator McNary and Mr. Hawley can get this highway if they wish it strongly enough to bear down on the bureau of public roads. If they did not desire it that earnestly, they should not have encouraged the sponsors of the Santiam road in thinking that they favor it.

If neither Senator McNary nor Congressman Hawley has the power to overcome the personal opinions of a bureau head over whom each has direct control, then all this talk about our representatives' pugnance at the national capital doesn't amount to very much.

We still think that Senator McNary and Congressman Hawley favor the completion of the highway, but have not urged upon Mr. MacDonald forcefully enough the reason why it should be built. We are loth to think otherwise at this time in the face of many avowals of loyalty. But we are beginning, too, to wonder about a situation wherein a federal bureau head continues to oppose the wishes of the chairmen of the committees upon which he is dependent for the fruition of all his plans.—Albany Democrat-Herald.

state execution chambers and contemplate yourself sending a 16-year old lad to a sad fate to recompense for a terrible crime and your mind will shrink from such a contemplated duty. If the boy should die, it should only be because society cannot change his attitude, because once a killer he will always be dangerous. Sixteen is too young not to permit of reform and punishment such as it needs to be, may yet make something of this warped individual. His act of passion is in no wise condoned; but death for punishment will rectify no wrong and may not prevent another crime of such magnitude.

ALL over the land schools are pouring forth their "graduates" ready to "take up the tasks of life." How easy for the graduate to see himself meeting and solving the problems of making a living, getting ahead, winning honor for himself. How much harder the real struggle. It would be easy to criticize schools as incubators of bad ideas, telling students that success can be won,

that everyone must get ahead, that the world is but a big walnut waiting to be cracked. How keen the disillusionment process! Yet we would not moan about the condition; these bythe youngsters, ambitious, fearless graduates, take a rap on the ya, stumble a bit, grope for a foothold, and in a decade they have made giant strides along the road. It is the product of the schools, however immature and unsophisticated, that is soon to guide the country and to do it better than any preceding generation.

NOW that we have become a nation of golf bugs it is fitting to note that Horton Smith of Joplin, Mo., a youngster just coming to his majority, drove a peg into history in France when he took the tournament for professionals with two scores of 66, one of 70 and one of 71. The uninitiated should know that par on the course is 71, supposedly a perfect score.

Smith has perfect "form." He swings with the ease and finesse which makes a ball sail down the fairway for 300 yards as nicely as if sent from a catapult. He approaches with deadly accuracy; he putts with uncanny perfection. Shades of Hagen and Jones will fade away, with a decade of super-Smith playing.

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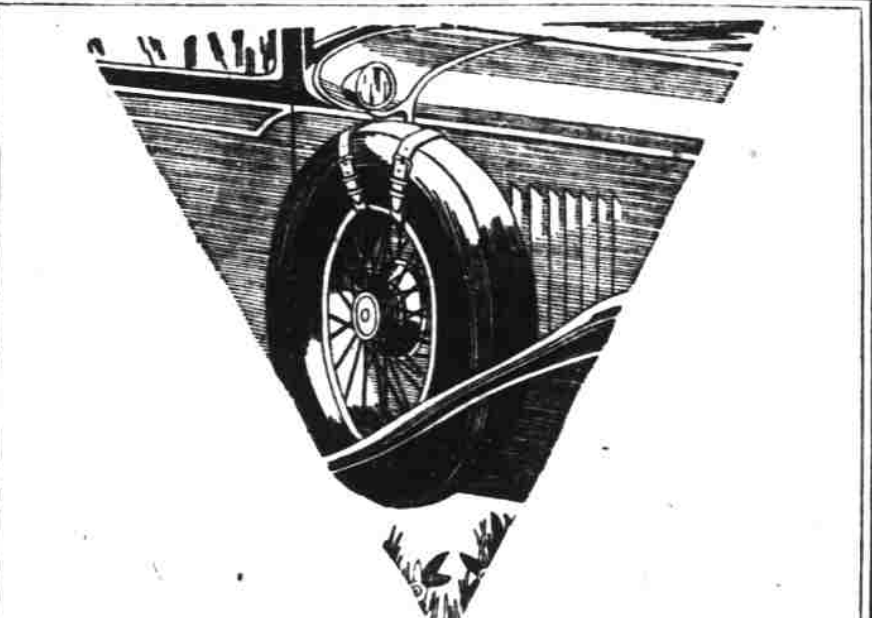
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