

The Oregon Statesman

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

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The Santiam Highway

THE Albany Democrat-Herald concludes an editorial supporting the Albany boycott of Salem as follows:

"Salem thinks only of herself. In dealing with such a community, there is only one course left to pursue. It is that of force. When reason is of no avail, force remains. And the kind of force that will be employed in this case is that of economic pressure.

"Our forefathers fought for their rights by employing force after supplication and entreaty had failed. They made the immortal declaration of independence by declaring 'when in the course of human events it becomes necessary to dissolve the political bands' etc.

"So now, Albany, with her rights disregarded, with her overtures thrown to the winds, with all of her entreaties despised, declares that the time has come for her to dissolve those commercial bands that have bound her to her despoiler and to fight for her rights and for her own place in the sun.

"And Albany will do it!"

Now that is decidedly sophomoric; quite in P. Henry's best style. Its effect is to stir up rather than conciliate community friction and rivalries.

Salem is not blocking the building of the south Santiam highway. It is certainly not doing so openly and diligent inquiry discloses no "fine Italian hand" holding up the progress of work on the road. As a matter of fact there is no authoritative body speaking for Salem on the road question. There is no Good Roads association here; the chamber of commerce has no acting committee on good roads; the county court alone has formed a nucleus for sentiment on highway matters.

The south Santiam highway is on the state highway map, and has been since 1917. It is also on the forest service highway map. The only reason it has not been pushed to early completion is the cost of the road and the lack of funds to do the work. This was made clear at the April meeting of the highway commission with the federal bureau. The Albany delegation sought co-operative expenditure for work above the ranger station. They offered \$70,000 to be matched with \$280,000 from the state and forest service. The forest service demurred, complaining that work ought not to be continued until funds were in sight to complete the road, which will cost around \$2,500,000 or \$3,000,000.

The Marion county court is not pushing the north Santiam as a substitute route, but one to be studied on its own merits. If it is built it will have to be built largely by the forest service because it lies in Linn county and is not a state highway.

The Statesman would express its individual opinion as entirely favorable to the early completion of the south Santiam road. Why should not Salem approve it, even if it takes a perfectly selfish view about roads? Salem would benefit very largely from its construction because it would be nearly an all-year round road. The McKenzie is just now being opened for travel—having been closed for six months. It is that way every year. Hence any road which will give nearly year-round service and lead into the mid-Willamette valley would be a benefit to Salem, and a great benefit to eastern Oregon, which now is landlocked much of the year. Then this south Santiam road would cost Marion county nothing at all. Linn county, the state and the federal government would pay for it. So why shouldn't Salem favor its construction? The Statesman is favorable to it, and urges its completion just as quickly as funds are available.

The main thing for both Salem and Albany is to get the road over the old Hogg pass built, principally because it will be open longer each year than the McKenzie. We shall be quite happy to have the road go up the south Santiam; certainly we have no disposition to block its construction nor to use the north Santiam road as a substitute for the one Albany favors.

Still in its 'Teens

WE think of the electrical industry as a giant which has leaped to maturity in but a few years. The genie rubbing his Aladdin's lamp could open to no more dazzling wonders and perform no more amazing miracles than the child of today pressing a tiny button. Since 1900 the population of this country has grown 56%, but the consumption of electricity has grown 3400%. Astounding is it not? Since 1920 production of electric power has increased from 43½ million kilowatt hours to over 80 million kilowatt hours, in 1927.

Yet the electrical industry is just in its youth. We saw some figures the other day which show the market is by no means "saturated" even so far as the present applications of electric energy are concerned. A third of the population still lives in unwired homes. Of the houses that are wired over half are without any domestic appliance except the flat iron; over 90% are without electric refrigeration; over 95% are without electric ranges; 88% of the farms and 35% of industry are still without electric service from central stations.

So there is a vast future ahead for the electric industry. It is only the youth of this industry which enables it to stand the financial punishment it is so frequently subjected to. The pyramiding of holding companies, the pouring out of securities on thin equities, the mergers and absorptions of companies at fancy prices, all this would end in chaos were it not for the rapid increases in gross and net of operating companies through this constant expansion in consumption. With such a wide field reaching before it, and with new invention broadening the present field, the future is rosy for electric utilities. In the distant future the excess water may cause a short circuit and blow out some financial fuses; but nothing of the kind is in sight now for the majority of companies.

One bad provision of the tariff law is the addition of new books which would be under the ban of importation into this country. In addition to barring obscene books all those should be barred which advocate or urge treason, insurrection or forcible resistance to any law of the United States. The objections are that it creates censorship of routine customs officials, creates an official "index expurgatorius," and prevents libraries from assembling literatures of all kinds for study and research.

'Twas the midnight ride of Erskine Wood; and after all it did no good. But the three minutes tardiness and the 27 names lacking saved the state and counties many thousands of dollars.

We went to the play. The director was right. It was just like a sermon; long and wearisome.

If That Isn't Just Like a Woman



BITS for BREAKFAST

By R. J. HENDRICKS

A scrap of history—

"A gallop through the Willamette," made in November, 1841, by George T. Allan, accompanied by Sir George Simpson, governor of the Hudson's Bay company.

Allan in his journal said he arrived at Fort Vancouver October 25, 1841. March 22, 1841, he started for a trip to York Factory, at the mouth of the Nelson river on Hudson's bay, headquarters of the Hudson's bay company. Allan was a clerk and factor of that great concern. The incidents of the trip from Fort Vancouver to York Factory would fill a couple of newspaper pages. It was before steamboats or railroads were thought of in this part of the world. The journey was by batteaux, nine days, to Fort Walla Walla; by pony back four days to Fort Spokane; and the same way to Fort Colville in three days more. Thence by batteau 10 days up the Columbia to Boat Encampment, the highest point reached in that river by boats in the pre-pioneer days. Thence by snow shoes over the Rockies. Reached Jasper's House May 7th. Left there by batteau on the Athabasca river May 14. Arrived at Fort Assiniboine May 16, and arranged for horses to proceed to Fort Edmonton; arrived there the 20th. Embarked by boat on May 21 and descended the Saskatchewan river. Passed Fort Pitt the 23rd and reached Fort Carlton the 25th. On the 26th started with horses over the plains to Red river, going 16 days on horseback, and a little way by carriage, to Fort Garry. Simpson having arrived there, sent for Allan on November 19 and told him he was to be transferred to the Sandwich Islands, going on the company's barque "Columbia" about to sail.

Having arranged and brought the accounts of the Columbia river section of the great company's operations to a balance, Allan started on the return trip July 14. Arrived at Fort Vancouver October 30, 1841, ("with the express" from York Factory). Sir George Simpson having arrived there, sent for Allan on November 19 and told him he was to be transferred to the Sandwich Islands, going on the company's barque "Columbia" about to sail.

But Allan relates that he had been in bed only an hour when he was awakened and told that Sir George ordered him take charge of a party for a trip through the Willamette, Chief Factor Douglas, who had been detailed for the task, having taken unwell during the night.

That was characteristic of Sir George Simpson. He was impatient to be on his way—and everything else gave place for him; always, as he had the world to traverse in keeping track of the operations of the great company.

So at 5 o'clock on November 20, 1841, Sir George and his companions left Fort Vancouver by boat for his historic "gallop through the Willamette." First, a boat manned by 16 picked men, singing their famous boat songs as they went, having been sent away by a salute of five guns, waking everybody at Fort Vancouver. Entered the Willamette six miles below. Landed at 9 for breakfast. Reached "the falls" (Oregon City) at 3, made the portage and after four hours of rowing up the Willamette camped for the night, finding a "comfortable berth for both the tests."

The next morning at 4 o'clock started and reached at 7 the house of Michael Laframboise, who was engaged as guide, and returning had breakfast at Sand Encampment (probably at or near Champegoe), and were visited by near by settlers, who brought horses for the use of the excursion party, and Laframboise swam other horses over the river (Willamette) and the party started off in a gallop shortly after noon. At two passed Catholic church (now St. Paul) and met Father Blanchet. At four "reached the mansion of Rev. Jason Lee, situated in a very beautiful spot, where he has lately erected a saw mill—this gentleman's house being the most remote in the settlement." (This was the first house built in what is now Salem, still standing on North Broadway; the second house on the east after you cross North Hill creek, from North High street.)

The party remained in what is now Salem only a short time, when the return trip was essayed. In an hour and a half it was dark, and the party got lost, and charged guides, and reached the house of Joseph Gervais at 10 at night, being attracted thereto by the bark of a dog.

Had a good (late) supper, and pitched their tents there for the night. The next morning reached the Catholic church at 10, where they found "all the Canadians assembled, with a display of horses that would have done credit to a much more ancient colony," and after service Rev. Father Blanchet "regaled us with an excellent dinner."

The next morning, accompanied by Father Blanchet, the party "resumed their seats in the boat," and were at Fort Vancouver in the evening, having electrified their Methodist mission friends at "the falls" with a cheerful song of the oarsmen, and viewed at close range, at Sir George's request, the falls. At that time what is now Salem had one frame dwelling, Oregon City one log house, and Portland was not even started.

That was a part of the trip of Sir George Simpson around the world, the events of which he wrote and put in book form. At that time, he fully expected the whole Oregon Country, and no doubt also the rest of the country west of the Rocky mountains, to fall into the hands of Great Britain, and the wish that was father to the thought held him to earnest work and manipulations looking to that end.

Old Oregon's Yesterdays

Town Talks from The Statesman Our Fathers Read

June 7, 1904
primary interest to Salem show: Re-election of J. W. Williamson to congress for second district; Frank A. Moore, re-elected justice supreme court; George H. Burnett, re-elected for third term to circuit bench in this district; H. H. Turner, justice of peace; J. W. Roeland, county clerk, re-election; Jos. O. Graham, J. S. Richie, J. H. Settlemier, all to house of representatives; John H. Scott, re-elected county judge; W. J. Culver, new county sheriff; A. M. Clough, re-elected county coroner; T. B. Kay, house of representatives; Fred Rice, new assessor; J. G. Siegmund, re-elected county recorder.

Andrew G. Thompson, Aurora, and Charles T. Bonney, Woodburn, were among the 17 applicants presenting themselves for admission to the state bar.

mission to build the road. It would be an important development to southeastern Oregon, and the people there want it.

But H. H. Corey, member of the state Public Service commission, declares the commission objects and will oppose the project because it might seriously interfere with the prospects for the proposed cross-state line whose construction the commission is trying to force through action of the Interstate Commerce commission.

Thus for the sake of a prospect that at best is nebulous just now, the state Public Service commission would deprive one section of the state of definite railroad development. Everybody hopes that some day the cross-state line will be built, but at present all railroad companies eye it askance. They will oppose as strongly and as far as they can the effort to force its building. No such project ever has been built through force of order.

It is a remarkable picture that the Public Service commission presents in trying to deprive one section of Oregon of certain railroad development for the sake of a far chance for another development. Eastern Malheur talked of seceding from Oregon a few months ago. Folks there are no likely to feel any more reconciled to the failure of that movement because of the present incident.—Eugene Register.

Auto enthusiasts in the Netherlands East Indies refuse to buy anything but the latest models of high-priced cars this season.

ROSE FESTIVAL JUNE 8-14

\$2.00

Portland and Return

Tickets at this fare (the regular one way fare plus one-third for the round trip) may be used for the going trip any day June 7 to 14, inclusive, final return limit, Monday, June 17.

Planning a vacation? See our representative regarding low summer excursion fares.

Southern Pacific

City Ticket Office: 184 N. Liberty St. Phone 80

Passenger Station, 13th and Oak Sts. Phone 41



"We'll have to leave Ruth out"

The crowd are going on a picnic

"Ring up Alice!" "Let's call old Fred!"

"But what about Ruth?"

"Oh, we'll have to leave Ruth out,"

says someone, "she hasn't a telephone."

Is there a Ruth in your home, too, who must miss all the fun—when a telephone would mean so much?

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Auction Sale

A Very Large Household Goods Sale
At 670 N. Summer St.
Salem, Oregon

1 o'clock Saturday, June 8

As we are leaving for an all summer trip in the northern and eastern states, have decided to dispose of all of our furniture and household goods. Everything will be disposed of, and every article put up will be sold regardless of price to the highest bidder for cash.

2 inch post gilt bed, 2 inch post walnut bed, 2 inch post ivory bed, 2 inch post brace bed, 3.4 inch post white bed, 4 all steel springs full size, all steel spring ¾ size, all leather davenport, 2 cotton mattresses full size, cherry front room set consisting of settee, chair and rocker, leather settee, upholstered settee, all leather rocker, leather set rocker, 2 imitation leather rockers, 2 sewing rockers, 12 real nice dining chairs, 10 fairly good dining chairs, 4 good round back kitchen chairs, high chair, six ft. round table, kitchen table, drop leaf breakfast table (new), 2 library tables, 3 square center tables, real nice oak china case, almost as good as new Brunswick phonograph with 24 records, No. 11 Remington typewriter in good condition, Singer drop head sewing machine, White rotary drop head buffet style sewing machine, the above are both in as good a condition as new, 2 wash stands, about 350 quarts fruit of all kinds and consisting of pints, quarts and half gallons, about 800 quarts of empty fruit pails. Lot of other stuff which we know we have forgotten to take down. 3 wash tubs, 2 hose sprinklers, 5 ft. garden hose, ivory dresser, 2 oak dressers, 4 fir dressers, princess dresser, Inoleum rug 7½x12, 8 congoletum rugs 9x12, two of these are as good as new just used a short time the other two are in very good shape. New piece congoletum 6x22 ft., new piece congoletum 6x10 ft., good Axminster rug 9x12, good Axminster rug 7½x10, good Axminster rug 27x60, fairly good Tapestry-brussel rug 9x12, other small rugs, electric iron, as good as new, electric washing machine, runs as smooth as new, a good one; new all steel coaster wagon, 2 bikes in fairly good shape, almost new tires; eight day clock, cherry color, this is a real nice one; 3 new Big-Ben alarm clocks, 2 new watches, 2 flower stands, magazine rack, book rack, 2 foot stills, fern stand, bench 4½ ft., two burner perfection oil stove, heating stove, a big lot of fancy and plain glassware and also a lot of A1 granite wear, 3 sets of fancy tea sets, folding kodak with leather case as good as new, been tried out and makes good pictures, 1 copper wash boiler, 2 new copper boilers.

As above stated that every article that is put up will be sold with absolutely no reserve bids. And every sale must be settled for either during or right after the sale. If you need anything in the furniture or household goods line be sure and do not miss this great sale. Remember the date. Saturday the 8th at 1 o'clock. At 670 N. Summer St. Just 10 blocks south from the Woody's Auction Market.

Isaac and Amanda L. Fast, Owners
Col. Ben T. Sudtell, Auctioneer.

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