

The Oregon Statesman

"No Favor Strays 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
The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited in this paper.

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. Stypes, Inc., Portland, Security Bldg.
San Francisco, Sharon Bldg.; Los Angeles, W. Pac. Bldg.

Eastern Advertising Representatives:
Ford-Parsons-Sticher, Inc., New York, 271 Madison Ave.;
Chicago, 360 N. Michigan Ave.

A Prayer For Newspapermen

THE Mississippi Press association held its annual convention in Columbus, Miss., a few days ago. Even the newspaper men are pious down south, so they called on Dr. T. D. Bateman, pastor of the First Presbyterian church of that city, to deliver the prayer at the opening of the convention. The reverend doctor must have had rather intimate contacts with newspaper men, for he predicts they will have a hard time getting inside the gates of Paradise.

Here is his prayer, which assuredly must have been addressed not so much to the Almighty as to his audience.

"Eternal God, our Heavenly Father, we ask Thy blessings upon these newspaper people, who are wont to communicate with the ends of the earth. They are people who can smell a revolution in China; people who have license to enter the gates of Princes and Potentates, but who will have a mighty hard time getting inside the gates of Paradise.

"Have mercy on these people who are tempted by every devil from printer's devils to the devils of newspaper headlines. And these same people who are so busy listening to the songs of the wires and the songs of the women, that oftentimes the voice of God finds no listener among them and no place in their hearts.

"Have mercy, O Lord, upon these people who have to carry all kinds of things in the cause of their newspapers. Have mercy, O Lord, on these people who are invited to so many luncheons and banquets that they must sacrifice their digestion on the altar of free advertising.

"Have mercy, O Lord, on these people who are chased by the Colonial Dames, W. C. T. U., Kiwanis, Rotary and Chamber of Commerce. Have mercy on these people who have to hobnob with Jew and Gentile, white and black, democrat and republican, Baptist, Methodist, Presbyterian and Episcopalian, those who came over on the Mayflower and those who came over in the cauliflower.

"Have mercy, O Lord, on these people and help them in their dash from ballroom to church social and back to rum-runners, and who have to associate with anybody from Andy Mellon to Andy Gump. Any of them would walk two miles for a good story.

"Make this a good convention in Columbus. It is an easy matter to break into print but how will some of them break into the Pearly Gates? We pray Thy blessings upon them and when they have done with newspapers and stories and their careers are finished here, may they have a finer story from St. Peter than they ever had in newspapers here. And though it is so hard for newspaper men to get into the Kingdom may they receive a warmer welcome in the new Jerusalem than they do in Columbus today. Amen."

We would suggest that a newspaper man be asked to give the invocation at the opening of the Presbyterian Synod for Mississippi. In that way the score might be evened up.

Decline of Baseball

BASEBALL'S rating as the "national pastime" is threatened. Golf for instance undoubtedly interests far more people as players than does baseball. There are about ten million people playing golf this summer. There are nearly 2000 golf courses, and the number is increasing rapidly until it will not be long before every village will have a golf course. Some farmers are finding it more profitable to turn their land into conventional nines or eighteens than to raise hay and grain.

Then there is tennis with about five million players. Its popularity too is growing rapidly and interest in such matches as that at Wimbledon now won for the third time by Helen Wills adds to the favor of tennis with the public.

Women are going into sports, and of course find baseball entirely too masculine even for the he-women of the sex. Tennis, golf, boating, swimming, horseback riding appeal to women. And wherever they go the "weaker sex" is sure to trail after. That takes a good many thousands away from baseball.

Baseball's decline in interest from the standpoint of the general public dates back to the "throwing" of games and the scandals attendant upon those disclosures. "Young America" for instance lost faith in its idols. Not is the rising generation playing baseball with the fervor of a generation ago. Too many competing sports, and too few open spaces for ball diamonds have helped kill off the "gang" ball teams from which the big leaguers come. Boys can caddy, they can swim, they can go fishing and camping. So baseball continues to decline.

"Air Rights"

WHO owns the air? What is coming to be a live legal question. There is the question of "freedom of the air" as of freedom of the seas. The old doctrine was that the owner of a tract on the surface of the earth, owned down to earth's center and up to the limit of the gaseous envelope that surrounds the earth. Seeking to exercise this right, some property-owners have denied airships the right to fly over their lands. It is a futile injunction because the airships keep on flying. Courts have ruled giving rights for travel through the air without regard to the tenancy of the land beneath. The Federal Commerce Act makes free for travel the stretches of the air above a certain safety minimum.

But we shall have new air laws. The growth of aviation is so rapid that it will have to be accompanied by protective and controlling legislation.

Which illustrates anew the folly of those who are forever deriding the making of new laws, saying we have too many already and that half of those on the books should be wiped out. We need new laws because times change. Old laws of horse and buggy days become obsolete. Sometimes they are repealed, oftentimes they simply fall into disuse because human activity moves onto another plane. The automobile made necessary a new crop of laws; and aviation will in its time bring in new measures to serve as "rules of the air."

Omnipresent and Omniscient

SENATOR Gould of Maine, who seems to have trouble with his grape juice and his recipes, until he "horsed it up with a gooseneck tube," and got fine results, ought to switch to pulque, the national drink of Mexico. This is the liquor which the government of Mexico is trying to combat. The difficulty is that it is universal. Even Gould could prepare it without bothering about getting the bung open. Pulque is described in a recent A. P. dispatch as a sticky, milky-like liquid, which comes from the maguay plant which grows wild or is cultivated. Getting the liquor requires no machinery. All you do is to tap the plant which daily exudes a quart or so of the sticky juice. Then just let it set for fermentation. Its intoxicating effect is such that it sometimes makes its addicts vicious and bloodthirsty.

The maguay plant would undoubtedly come under Senator Gould's mantle of divine approval, when he said, defending his horsing up the wine kegs: "God Almighty put those flowers and vines on the earth, and He intended them to be used." Logical of course;—so we should play with rattlesnakes and dine on toadstools because God Almighty put them on the earth and intended them to be used.

Another Hip Pocket Seizure.



BITS for BREAKFAST

By R. J. HENDRICKS

Great boosters— Were the missionary leaders who started the forces of civilization in the Oregon Country.

Their descriptions would do credit to a present day real estate boomer—and they were merely trying to prove that the country was worth taking under the protection of the stars and stripes.

A strawberry grower near West Woodburn figures that he will net \$100 an acre on his Etterburg crop; canning berries. There is nothing particularly unusual about this, except the fact that his berries have been grown on land that has been farmed for about 100 years. The land is in the area that was settled by the superannuated French employees of the Hudson's Bay company in the late twenties and early thirties of the last century; being encouraged by the company to grow wheat for export to the Russians at their trading posts in Alaska, and to Hawaii. Also, encouraged to take Indian women for their wives, in order that the Hudson's Bay company heads might have a contact with the tribesmen, relatives of the Indian women, for ends looking to peace and understanding, and perpetuation and extension of the trade in furs and pelts.

If land in that section that has been farmed for 100 years, without special attention in the way of fertilization, and without irrigation, will net \$100 an acre in strawberries, what will it do under irrigation and with proper renewal by fertilization and rotation and intensive cultivation?

The reader will agree that the land must have been rich in the first place. It was. It had been covered with native grass as high as a pony's back for many hundreds of years before the French settlers and the American immigrants came. The pioneers of no land around the whole world found a richer heritage than was open to the pioneers of the Oregon Country in the Willamette valley.

The daedalian maze or Chinese puzzle made up of railroad routes to interior points will not trouble the people of the Willamette valley as much as now when the present program for river improvement shall have been carried to the point of providing still water the year through in the Willamette; or even a channel depth sufficient for floating barges and light ratt boats all the year.

There must be no slacking on this program. It is the most important project before the people of this valley. Brought to its consummation, both banks of the Willamette all the way up to Eugene will be available for wharves and warehouses—with connection by water with the deep sea ports of the world, and almost as favorably situated as it actually is on a bay front leading to the ocean. As favorably situated, excepting for a low barge coast and a small charge for transfer in the Portland harbor to ocean going vessels.

A few days ago, the Bits man spoke of the great come-back of the cane sugar industry in the south, since the introduction of the P. O. J. rust resistant canes. It was stated that tonnage of cane sugar has mounted from near the vanishing point in a few years to 100,000 tons a year, then 150,000, and that it is expected to reach 250,000 tons next year. Now comes a report in the leading sugar magazine, "Facts About Sugar," from New Orleans, saying the tonnage will be 250,000 this year—and probably more.

It will go to a million tons very

soon, with proper tariff protection, and thus be neck-to-neck with beet sugar production in this country. Even then, we will be importing about five million tons of sugar.

The people in this country who pretend to gag at an increase in protective rates on sugar should keep track of what is being done in other countries. Practically all of them have jacked up rates several times lately. Germany is jacking them up again. The new labor government in England is proposing to make them higher—they are already about twice as high as proposed in this country; counting the subsidies over there. Sweden has raised her rates. Holland has increased her subsidy to as high as 3.10 cents a pound.

Every European country is trying to maintain or increase her sugar tonnage; especially the beet sugar countries. There are many reasons. Self-sufficiency is one. The maintenance of a proper trade balance another. But the great consideration is the fundamental importance that sugar beet cultivation has come to occupy in agricultural practice; their use as a rotation crop increases the yields of other crops. The indirect benefits equal or exceed the direct benefits.

Old Oregon's Yesterdays

Town Talks from The Statesman Our Fathers Read

July 7, 1904

District Elder W. Pearce will conduct quarterly services in the Free Methodist church in North Salem.

Miss Gertrude Gray and Miss Margaret Gray, daughter of George B. Gray of Seattle but formerly of this city, are visiting at the home of Hon. J. H. McNary, on Summer and Center streets.

Mrs. Eugene Breyman is home from an extended visit in Birmingham, Ala., with her daughter, Mrs. Dr. Saedecor, formerly Miss Lena Breyman.

The Eugene baseball club has just withdrawn from the Oregon State league, and it now looks as if the league would be disbanded.

Editors Say:

ON WIDENING THE HIGHWAY Washington has been slower than Oregon in developing the Columbia gorge as a tourist attraction, but our northern neighbor now is going ahead with construction on the Evergreen highway at a fast pace.

The Evergreen highway still is inferior to the road on the Oregon side. The pavement extends no farther east than Camas, and from there the road becomes narrow and full of curves and winds inland for many miles, coming back to the river a short distance from Stevenson. From there on, however, the new road is double the width of the Oregon highway.

An entirely new roadbed is being constructed along the river from Camas east, that eventually will eliminate the inland climb over the mountains. When this is finished the Evergreen highway will have been completed to Lytle.

Present plans call for construction of the Wishram-Granddalle section of the highway next, with the heavy construction work between Lytle and this connection to come later, it is reported.

The big advantage the Washington road will hold over the Columbia highway will be the

greater width and the freedom from the thousands of curves engineers thought necessary, when they constructed a highway on the Oregon side of the river. The disadvantage, at least for some years to come, will be the macadam surfacing given the Washington road as compared to pavement on the Oregon side. The macadam has not been oiled and, while smooth, is exceedingly dusty when travel is heavy.

It will be possible to make far better time over the Evergreen highway, when the Camas-Stevenson gap is closed than over the Columbia river highway in Oregon. All dangerous curves are being eliminated in the new Washington road and this fact, coupled with its greater width, makes it possible to drive on a faster schedule.

Unless the Oregon highway commission takes steps in the near future to rebuild the road between Portland and The Dalles, a large share of the tourist travel that now goes up this side of the river may be gained by Washington. The Oregon road was never intended to hold the enormous traffic that it now handles. It is far too narrow for safety, and with few exceptions it is just one curve after another between The Dalles and the Sandy river.

The Columbia highway was designed as a scenic road, and engineers never expected that it would be utilized by huge trucks and buses, as well as a great volume of trans-continental traffic. Such has proved the case, however, with the result that travel down the Oregon side of the river has become so congested as to be actually unsafe.

The Columbia highway between here and Portland has the reputation among traffic officers of being the most dangerous stretch of road in the state. While we have not the revised figures to date, more than 70 persons have been killed on this highway in accidents of various kinds, during the comparatively short period of years since its completion. And so long as the road remains too narrow and winding for safety, this toll will continue.

The Oregon highway commission has spent considerable money widening and straightening the lower Columbia highway, and is now engaged in a similar task on the Pacific highway. Such construction is desirable, and undoubtedly is badly needed, but it seems to this newspaper that some attention should be paid to a road bearing comparatively as heavy travel as either of the others, and one that is far more dangerous to life and limb.

Even if only the more dangerous curves can be rebuilt now, and the highway widened at these points, it would help greatly in reducing the traffic hazard. To fully appreciate how fine a road would be possible to construct down the Columbia river, it is only necessary to travel over the completed portions of the Evergreen highway, with its fine wide roadbed and its gradual, carefully banked curves.

Oregon could build a similar road on this side of the river, a little at a time as the commission's finances permit. No further widening or reconstruction should be scheduled elsewhere in the state, however, until some steps are taken to remove the more dangerous places along the present upper Columbia river road.—The Dalles Chronicle.

Astoria Lad is Rescued From Grave in River

ASTORIA, Ore., July 5.—(AP)—Jack Smith, 11, of this city, was rescued from drowning in the Columbia river tonight by Harry Goebel, boatwelder by trade and mate on the U. S. S. Barker. The boy, who cannot swim, was rid-

Lay Sermons

"ON OTHER THINGS." "And the rest, some on planks, and some on other things from the ship. And so it came to pass, that they all escaped safe to the land." The Acts 27:44.

Paul's ship had suffered shipwreck. The prow had run hard aground, "but the stern began to break up with the violence of the waves." Yonder was the shore and safety; here death was certain. There were no life-saving crews to attempt the rescue. It was every man for himself. Many swam to shore; others caught a floating plank from the breaking up of the vessel; and some made way to land "on other things." What were these "other things"? We wonder. Perhaps a bale of cargo, a broken mast or spar; Luke, the narrator, does not tell us. We remain forever ignorant of those "other things" which brought salvation to the remainder of those on shipboard.

It is so easy to be critical of "other things" which are used as vehicles for progress. In the social realm folk look askance at those who challenge social heights with neither blood nor money. "Other things," for instance a fine bran and even a pretty face, may not suffice to storm the citadel of entrenched "society." The banker-merchant-manufacturer triumvirate has rather looked down on the rich who piled up sudden fortunes through motion pictures, chain stores or oil wells. These other avenues to success seemed

to the old guard of wealth, less worthy. The veteran politician turns up his nose at some upstart who astride some freak issue rides into power.

Is it not so in religion? Are not those conventionally religious folk skeptical of the virtue of "other things" which some people seize as religious supports? Prayer, Bible-reading, church membership and attendance, these are the customary agencies for salvation. "Other things" are apt to be regarded as of little virtue. So with labels. We have our conventional church labels of denominations and of doctrines by which salvation is to be attained. If one uses other things—ah! he does so at his own peril.

Paul and Luke did not scorn the "other things." It was an emergency; better be saved on a bale of pagan cargo than drown for lack of an orthodox boat. Gaining the shore is the important thing. The problem is one's individual salvation. On the ocean of life there are storms and ship-

wrecks, there is stress and strain. Some may find passages in life-boats; others may catch planks that may bear them to safety. For many all that may be left them are "other things," what they are we know not. The important thing is that these other things may have buoyancy enough to carry them through deep waters to sure footing on dry land.

Cruisers Not to Be Named Until Later This Year

WASHINGTON, July 5.—(AP)—The five cruisers for which contracts have just been let by the navy will remain nameless for several months to come, although Secretary Adams has received requests from practically every city, and many towns, for the privilege of having a ship named after them. In about five or six months, the secretary said, the selection of names will be made. At present the ships are designed by numbers, the five being numbers 32 to 36 inclusive.

Mutual Savings and Loan Association

A Salem Institution Organized in 1910

Place your savings with us
Let us finance your home on weekly or monthly payments
142 South Liberty Street

Old Folks Say Doctor Caldwell was Right

The basis of treating sickness has not changed since Dr. Caldwell left Medical College in 1875. nor since he placed on the market the laxative prescription he had used in his practice, known to druggists and the public since 1892, as Dr. Caldwell's Syrup Pepsin.

Then, the treatment of constipation, biliousness, headaches, mental depression, indigestion, sour stomach and other indispositions that result from constipation was entirely by means of simple vegetable laxatives, herbs and roots. These are still the basis of Dr. Caldwell's Syrup Pepsin, which is a combination of senna and other mild laxative herbs, with pepsin.

The simpler the remedy for constipation, the safer for the child and for you, and the better for the general health of all. And as you can get results in a mild and safe way by using Dr. Caldwell's Syrup Pepsin, why take chances with strong drugs? A bottle of Dr. Caldwell's Syrup Pepsin will last a family several months, and all can use it. It is good for the baby because pleasant to the taste, gentle in action, and free from narcotics. In the proper dose, given in the directions, it is equally effective at all ages. Elderly people will



Dr. J. B. Caldwell, M.D. AT AGE 83

find it especially fitting. All drug stores have the generous bottles. We would be glad to have you prove at our expense how much Dr. Caldwell's Syrup Pepsin can mean to you and yours. Just write your name and address in the special coupon you see at the end of this announcement, and send for a bottle to try. This complimentary bottle is forwarded, prepaid without charge of any kind.

36 ARE INJURED IN RAILWAY COLLISION

ST. LOUIS, July 5.—(AP)—The list of injured in a collision of a Burlington flyer from Kansas City and a Frisco suburban train at the Union station here today, mounted to 36 tonight.

All of those injured were men who occupied a smoking car on the rear of the Frisco train. All are St. Louis county residents. Eight remained in hospitals tonight and seven of them were believed seriously hurt.

The collision occurred early today just outside the trainshed at a large number of commuters to St. Louis to work, and the Burlington train backed into the station. The steel observation car of the Burlington train stuck the side of the smoker coach, turning it over on its side, the next coach on the Frisco train was derailed but none on it was hurt.

Read the Classified Ads.

Piano Quality of a High Order



DISCARD that old piano! The day of modernization is here. In the piano business, as in many others, you get finer quality, new design, more utility than dollars have ever bought before.

The outstanding example in our store is the Gulbransen "Home Study" model Upright, nationally priced at \$275. Petite, dainty, charming in appearance. Delightful tone quality. Genuine du Pont Duco Finish. Full keyboard.

GULBRANSEN PIANOS

A TYPE AND STYLE FOR EVERY HOME



ASTORIA, Ore., July 5.—(AP)—Jack Smith, 11, of this city, was rescued from drowning in the Columbia river tonight by Harry Goebel, boatwelder by trade and mate on the U. S. S. Barker. The boy, who cannot swim, was rid-