

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe."
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In the Balance

THE situation in Manchuria is acute. Not only are relations between two great powers badly strained if not actually ruptured, but the fate of the recently promulgated Kellogg pact for the renunciation of war is almost in the balance. Secretary Stimson has intervened in positive terms enjoining Russia and China to abide by the terms of the pact they have so lately signed, and each nation has replied that it will observe its engagements. If now war may be averted and the controversy between the two countries settled by negotiation and arbitration, the Kellogg pact will have met its first sharp testing successfully.

It will be easy for militarists to point out the hazards of dependence on treaties; but treaties which are supported by the force of world opinion will hold firm. What the Kellogg pact needs is the cultivation of popular support among the peoples of the world, that they may learn it offers a real emancipation from the sin of warfare. The peace-mind must supplant the war-mind. That cannot be done in a day, and until it is done there must be trained and equipped forces for self-defense.

There are two significant features of the present imbroglio. One is the self-assertion of China, which hitherto has never stood up for its rights against western powers. Now China is not only taking over the management of the Chinese Eastern railway, which offends the soviets, but is notifying the western powers by this act that the old inequalities must go and China be permitted to govern herself. The other feature is the war-remedy of the soviets. Russia's interests which she is endeavoring to defend with force of arms, are as imperialistic as those of other powers which have exploited China. Her communistic professions of superior virtue disappear in the race for hegemony. The dictators of Moscow are as alert to "defense" of national interests as other powers who hold "spheres of influence" in China.

If the Kellogg pact holds, perhaps two new days will be dawning, one of peace through the success of the engagements of the Kellogg treaty; the other the emancipation of China.

German Ship Sets Record

IT is a hard task to keep up with airplane records. No sooner is one record established than it is broken. The new one stands only until some new dare-devil of the air can swing a plane into action. Just now a plane is poised at Tacoma for the hop-off on a flight to Tokyo. A foolhardy exploit it is true, but the challenge tempts the aviator: the thing has not yet been done.

In the midst of the miracles of airplanes we lose sight of the more prosaic achievements of those instruments of transportation which cling to earth or sea. Just now the lined Bremen, a new German-built boat, has crossed the Atlantic in four days and eighteen hours, fifteen minutes. This is eight and a quarter hours faster than the older record of the Mauretania.

Less than five days from Cherbourg to New York; and that with safety, for ocean travel, like rail travel is nowadays rated high for security. Refinements of invention and construction make possible this clipping of a business day from the time consumed in the ocean voyage. For practical uses the achievement of the Bremen far surpasses the stunt exploits of aviation, though the latter are more spectacular.

The Bremen marks the definite return of Germany to a position of prominence in the merchant marine. Stripped of her tonnage as a result of the war Germany has been expanding her shipping by leaps and bounds until she promises to regain her position of second among nations of the earth. Without the dreams of "sea-power" through battleships, Germany is concentrating on merchant marine ships which will bring to her trade and prosperity without the incubus of Kaiserism and Junker war programs.

Averting Flood Waters

REFORESTATION will gain a powerful impetus over the country when the significance of recent estimates prepared in the forestry service is caught by the country. Associate Forester A. E. Sherman has filed a report in which he gives his findings in a study of the effect of reforestation of the upper Mississippi Valley. He estimates that the present forests acting as a water reservoir, reduce the flood crests of the Mississippi by 15 inches. A further reduction of 55 inches could be obtained if proper reforestation was carried out. Under proper management he figures the storage capacity of the forests of the valley at nearly a half-billion acre feet.

One may say, that is a long way from here; we are not interested in what happens in Mississippi. All right. But what may happen here in this valley? Cutting the forest cover and burning the slashings is proceeding apace. Baring the forest floor means to transform it from a sponge to a sluiceway for water to run off quickly. In another quarter century when the axe and saw make sharper inroads on the forested slopes of the Santiam and McKenzie watersheds, then this valley may be subjected to floods far more severe than any in the past.

There is plenty of argument for reforestation we admit; but sometimes it takes a flood or a fire to prompt a people into definite action. The danger lies in waiting till the floods come before doing anything.

Ever and anon the practice of using editorials in newspaper columns without giving proper credit bobs up. Two dailies in Oregon came to the desk this week with the identical editorial statement but for the life of us we can't tell whom to criticize for we don't know who used the shears. It's not a crime for an editor to employ the shears and the paste pot when fishin's good but fairness should make him use the credit line.

Those Fogarty surely value their affections highly. Mrs. Fogarty wants a half million from Gene Tunney for breach of promise; and her ex-husband wants another half-million from Gene for robbing him of his wife. The ex-pug will have to study Coke and Blackstone along with Shakespeare to meet his present difficulties. Fortunately no assault on the Lauder fortune has been made.

Editor Saunders of North Carolina says pajamas are suitable garb for a newspaperman. We fear for the employees of a morning paper; the temptation to sleep is bad enough now and pajamas would be the last straw.

The makers of bathing suits surely are in league with the dealers in sunburn cures.

"Why are Californians such big lars?" asks J. Whitcomb Brounger, Jr. Brounger ought to know; he's one of 'em.

'Mid Shot and Shell



BITS for BREAKFAST

By R. J. HENDRICKS

The oldest apple tree—

In the Pacific northwest. Where is it? It is probably the one at Vancouver, Washington. Said a news writer in the Oregonian of July 14th: "The early history of the Pacific northwest naturally concerns the Indians and trading companies as well as missionaries, explorers and trappers. In this story of progress the Hudson's Bay company played an important part. In those days, some 103 years or more ago, canoes were used chiefly for transportation and military purposes. Roads as we have them today were unknown—in fact were never even thought of. Naturally, with a trading post established some of the Englishmen in the little colony began to wish longingly for some of the fruit they liked at home. Of course, transporting it from the British Isles to the coast of Oregon and Washington was almost out of the question. So the next best thing was done. Seeds were brought from London to the Vancouver post and planted in 1826. That apple tree is alive today and is still bearing fruit. This veteran of more than a century is located just a short way from the field and is protected by a wire fence. Following is the inscription on a marker facing the road: 'The Oldest Apple Tree in the Northwest. Grown from seed brought from London, England, in 1826. By the Hudson's Bay Co.'"

The ancient tree is near the Vancouver barracks, which of course are now owned by the United States. This military post occupies the site of old Fort Vancouver, that was the headquarters for the whole country west of the Rocky mountains up to the settlement of the international boundary question June 15, 1846. All the Hudson's Bay company's posts that came into American territory by that settlement were bought by our government—fourteen of them—for \$650,000, in 1869, from the Hudson's Bay company, the original price asked being \$2,000,000, and the final transfer being made after over 20 years of controversies and negotiations.

Dr. John McLoughlin, who ruled the empire of the old Oregon Country from old Fort Vancouver for nearly a quarter of a century, came in 1824, to Fort George (Astoria) but finding that station not suitable for the purposes of his great company's headquarters, he selected the site of old Fort Vancouver and commenced building there. In the height of its glory, that old fort, itself, covered about eight acres, surrounded by a log stockade 20 feet high. Inside were over 40 buildings, with the McLoughlin house in the center. There were two chapels, a school house, workshops, halls, stores and warehouses. There were in front, towards the Columbia river, a village of 80 or 40 houses of employees, with their Indian women, with the streets swarming with half-breed children. There were dairies, granaries, a flouring mill worked with horses and oxen, a threshing machine operated in the same way, and a saw mill a few miles above run with water power, supplying lumber for the company's needs there, and a ship load each year for the Hawaiian Islands.

The company had 1500 acres in splendid cultivation, 3000 head of cattle, 3000 sheep, 300 brood mares, and 100 milk cows. Dr. McLoughlin lived there in lordly splendor, and ruled from there like a king, with absolute power over life and death, and in all disputes from an empire in territory.

There was a wonderful garden.

The seeds of the apple trees came from England, and the trees bore so heavily that the limbs had to be propped up. There were peaches, too, and even figs, and there was an attempt at growing lemons. Mr. Bruce, a Scotchman, was the gardener. Bruce went to England once, with Dr. McLoughlin, and he saw nothing in the great gardens of the Duke of Devonshire that came up to his own around old Fort Vancouver. He had shrubs and flowers and grapes that would compare well with those in the Columbia or the Willamette valley at the present time.

No white woman lived at old Fort Vancouver, and none came at all till the missionaries brought their wives and women teachers who generally became their wives. Narcissa Whitman and Mrs. Spalding were the first two American white women to grace the festive boards of old Fort Vancouver. The only white woman who ever made her home within the walls of the old fort was Mrs. Geo. B. Roberts, who had come as a bride from England with her husband, an officer of the company in the late thirties. She died at the Cowitz farm in 1850. Mrs. Beaver, wife of an Episcopal clergyman, was there temporarily in 1833. The women in or around the fort were Indians or half breeds, wives of the officers and employees.

The first white women in the Willamette valley, as every one here knows, were the five who came in 1837 to the "old Mission" 10 miles below Salem.

What scenes were enacted around the old apple tree at Vancouver! What a lot of history was made near it! When the seed was planted from which it grew, this was foreign territory. It was no man's land. It was then claimed by three countries and owned by none. Spain, Great Britain and the United States.

It was under the joint occupancy of the United States and Great Britain till the old apple tree was in full bearing, over 20 years old. This part of it, below the Canadian line, was a neglected colony for over two years more, when territorial jurisdiction was placed over it, under the name of Oregon. That territory included the present states of Oregon, Washington, Idaho and parts of Montana and Wyoming. The limits of Marion (then Champagney) county ran to the crest of the Rockies and to the California line.

The apple trees of Oregon did not come from the seeds of the fruit that grew at old Fort Vancouver of the Hudson's Bay company's days. They came from seeds and grafts that were brought by wagon train across the plains—largely in the immigration of 1847, when the Luelings arrived, and the Geers and Dimicks and Grimms and others, doubling the population of the Oregon of that day.

Editors Say:

REVIVING THE RIVER

Modern industrial and business efficiency not only demands speed; it demands economy. Which, perhaps, is the chief reason why traffic on the nation's inland waterways after years of stagnation, is beginning to revive.

The Mississippi barge and freight packet system has been picking up, year by year. In the near future, service will be extended up the Missouri. Gov-

ernment experts are now considering linking Chicago and St. Paul in the same manner. The Ohio, complete canalized, is carrying an increasing burden of freight. On the Columbia the barge is attracting new attention.

While this takes place in the mid-west, the east is bethinking itself of its rivers. Many years ago the Connecticut river was an important artery of commerce. Steamers and barges ascended it far into Massachusetts; indeed, for a time one line maintained service even into Vermont, although its boats had to be especially equipped with a sort of still-like apparatus for getting them over unusually shallow spots. But the coming of the railroads cleared the Connecticut of its traffic, for most of its course.

Now, however, certain oil companies are planning to revive it. They are acquiring terminal sites in Hartford, and are contemplating moving their freight in by water as far as Springfield, Mass.; and cities along the river, as in the old days, are talking about docks and piers once more.

All of this is interesting quite aside from the romantic interest that naturally attaches itself to a revival of these old-time waterways. It is interesting because it illustrates the tremendous expansion of our industry and commerce.

The use of these streams is not going to hurt the railroads. Indeed, it will help them in the long run. The modern industrial machine is so huge it must use every available means to transport, especially the economical ones. The use of the rivers and canals is a sign of the times. —La Grande Observer.

SALEM TELLS ABOUT SALEM

A traveler with an Ohio license tag on his car said that when he stopped in Salem and asked questions about the city and nearby territory he received answers that contained not only information but enthusiasm.

There is a reason. Each week the Salem Chamber of Commerce sends a bulletin to Salem citizens. The four-page folder may be read in about three minutes. But packed into it is that which every Salemite should know.

Here are lines from the last one: Salem is the center of the only district in the United States which produces commercially Barcolona and DuChilly liberts, and those grown in the Willamette valley are finer than are produced anywhere else in the world.

The same high quality attaches to Franquette walnuts grown near Salem, and the Skyline orchard, devoted to walnuts, is the largest in the world.

In the linen industry, Salem stands out as the only community producing a fine quality of long fiber flax, as having the largest retting and scutching plant in the world, as being the only city west of New York with two linen mills. "Wrigley buys all his peppermint for flavoring his mint gum from the Salem district," reads the bulletin. Then, Salem is center of the largest producing hog acreage in the country; has the largest Italian prune acreage; has the largest American Legion post and Elks lodge among cities of 25,000; has 70 per cent home ownership as compared with 40.5 per cent for the United States; is the greatest canning center; is the strawberry center of the world; has the largest Lambert cherry orchard, near Salem; has in Marion county more children, proportioned to the size of the county, who observe the rules of health than anywhere else, and even has three Judas trees in the state house grounds. It is a highly interesting narrative. And it is all true. —Oregon Journal.

PEAR SHIPMENTS TO HAVE FASTER ROUTE

MEDFORD, Ore., July 22.—(AP)—The Alturas cutoff of the Southern Pacific railroad, giving to fruit shippers of the Rogue river valley and Southern Oregon a direct route east, will be ready for the reception of through shipments August 15. This will mean the saving of an auction day in eastern markets and thousands of dollars, the newspaper will say, with the assurance that pear shipments will arrive at their destination in the best condition in the history of the fruit industry in the Rogue river valley.

"The laying of rails to a point on the main line in Nevada," the Mail-Tribune relates, "and the opening of the road is now a question of ballasting which is proceeding with all possible speed. While the Alturas cutoff may not be in prime condition for the shipment of Bartlett's, which will be less than usual, owing to the heavy sales to the northwest and California canneries, it is practically assured the route will be ready for rapid transit of the winter varieties of pears. The packing and shipping of Bartlett's in this section will start the week of August 12."

"The winter pear committee of the fruit growers league," the newspaper concludes, "expect to announce the coming week the name of the sales manager recommended by eastern distributors to take charge of Base pears sales in Detroit, the city selected for widening the Base market."

FISHERMAN NEARLY SLAIN BY DEVIL FISH

LOS ANGELES, July 22.—(AP)—Captain Webb Monstad, of a fishing fleet Saturday was attacked by a giant octopus in a kelp bed off the coast between Redondo and Point Fermin, near here, but was saved by a companion who with a hatchet after he had been dragged under water twice.

Captain Monstad fell into the sea while searching for fishing grounds. A tentacle wrapped around his arm, and the water became murky from a fluid released by the squid, Roy Pettibone, leaved by a second boat, saw the man floundering and forced his way through the kelp.

Pettibone arrived after Captain Monstad disappeared beneath the surface in the inky pool. The man reappeared and Pettibone hacked off one tentacle after another. Captain Monstad said as soon as Pettibone cut one off the feelers another gripped him. He fainted when Pettibone lifted him into the boat, but was revived.

The appearance of the octopus was the first of dangerous size on record here in many years. Captain Monstad said he thought the octopus had floated in on some freak ocean current.

HIGH SCHOOL YOUTH SHOOT, KILLS MAN

BUTTE, Mont., July 22.—(AP)—Malachia Donohue, 30, was shot and killed near here Saturday by Quinn Aultmann, 19 year old Butte high school boy.

The shooting, Sheriff Angus McLeod said, resulted from an attempt of Donohue to rob a sandwich stand operated by Aultmann on the Butte-Anaconda highway. Aultmann is charged with unlawful homicide and Roland Delaney, Frank Murphy and Dan Dwyer, Donohue's companions, with attempted highway robbery.

Aultmann told the under sheriff that early this morning he

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is a Prescription for COLDS, GRIPPE, FLU, DENGUE, BILIOUS FEVER and MALARIA. It is the most speedy remedy known.

heard a noise in the service room of the building which housed the roadside stand. There had been a robbery five days ago and he was sleeping in the building. He got out of bed and secured a 22 rifle. In the main room he said he saw a man coming from a broken window toward the cash register. As the intruder reached the money drawer, Aultmann fired. The shot struck Donohue in the chest. He got to the window and was helped out by some one outside. They got into a car waiting with the engine running. Aultmann affirmed, and he fired three shots at the machine.

COAST DEATH TRAP TO BE ELIMINATED

ASTORIA, Ore., July 22.—(AP)—The Tillamook head "death trap," a small sandy cove guarded by fangs of rock that project toward the ocean and which has claimed the lives of a half score victims in the past decade and lost from its grip by the narrowest of margins nearly as many more, will be "sprung" by the Clatsop county commissioners. County Judge Guy Boyington announced today that upon the urgent request of Sheriff H. J. Slusher, the county engineer will be asked to make a survey of the trap at the earliest possible date with a view of finding the most feasible place to blast out a place of ascent and retreat from the confines of the cove.

BOY DECLARED HERO CORNWALL, Ont., July 22.—(AP)—Attention of civic organizations and the Royal humane society is being drawn to the hero-

ism of Ferdinand Gatten, 13 year old son of Mr. and Mrs. Ludwig Gatten, who last week brought the record of persons rescued from drowning to four.

PILOT KILLED MINOT, N. D., July 22.—(AP)—Herbert Gingerich, 24, a student pilot, was killed Saturday when his airplane went into a tail spin and fell into a grain field near here.



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