

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

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

## The Marion Lake Country

MARION Lake, where the Chemeketas made their camp during their annual outing, is the chief lake in the Mount Jefferson-Three Fingered Jack area, in the whole North Santiam watershed in fact. This region is now the zone of considerable controversy regarding roads and power development. Consequently we greatly value the chance to get first hand information about this country. The North Fork of the Santiam, following upstream from Detroit, comes in from the east, about ten miles. At that point the gorge turns in a north and south direction, following up through the Big Meadows country and heading after a right angled turn to the left in the lakes about Three Fingered Jack.

The North Santiam highway is projected along this route. It has the advantage of easy grades, with construction costs apparently quite reasonable for the most part. It would connect above Big Meadows at Lost Lake with the South Santiam highway. The road then would go around Hogg Butte and cross the axis of the Cascades at Santiam or Hogg Pass. The forest service has done some work on the North Fork road, building it to a point about nine miles east of Detroit. At present it is spending about \$8,000 on work in the Hogg Butte country, where the roads join. We could hear blasting going on daily on this job. The joint survey of Marion county and the forest service on this highway is to begin in a short time. This highway lies in Linn county. While on the forest service road map it is not on the state highway program, so that the money for its construction must come from the forest service. Its completion therefore is a matter of the not-very-early future.

The trail which starts on the Santiam at the end of the auto road follows that stream on the north or east bank for six miles, crossing Tunnel, Whitewater and Pamela creeks, to Independence prairie. This is where Marion river enters the Santiam from the southeast. The Minto trail follows up Marion river, crossing Minto and Puzzle creeks, on up to Marion Lake. The trail skirts the east shore of the lake and climbs to the low pass over the mountains known as Minto pass, in the saddle just north of Three Fingered Jack. This is not the same as Hogg pass, which is located on the south side of Three Fingered Jack and is the projected highway crossing, just as it was the crossing for the projected Hogg railroad.

Marion Lake is a mountain beauty spot. It covers some 400 or 500 acres and is surrounded by wooded hills and mountains. To the south Three Fingered Jack raises his jagged hand in the air. It would make almost an ideal reservoir for water storage. The outlet is in a narrow gorge where a dam could be thrown at reasonable cost. Raising the level of the lake would not be destructive of its beauty or utility. Marion river falls occur about a half mile below the outlet, very beautiful so Doc Pemberton and Doc Lewis reported, but hard to get to from the trail. There is no doubt as to the abundance of pure mountain water in the lake and Marion river and its tributaries. The volume of water and the sharp drop in the river and in Puzzle and Whitewater creeks would indicate a power development there which would be very reasonable in cost.

While the plan of the forestry department, or at least the recommendation of the special committee appointed last summer is to hold the Mount Jefferson country as a mountain paradise in its natural state, road development is essential for making the country more accessible. The road ought to be improved up to Breitenbush hot springs, the gateway to the north side of the mountain. Eventually the road should be extended on to connect with the Olallie Butte and Warm Springs country. Roads along the North Santiam and Marion rivers will open up to thousands of people a vast area now available only to the few hardy enough to endure strenuous hiking or travel on horseback.

The entire Mount Jefferson country is a recreational area whose resources we fail to appreciate. Without any desire to make it a Coney Island, a "resort" or anything of the kind, we do believe that more people ought to visit this country and better facilities for their getting there should be provided. At least a good road to Breitenbush and a good road as far as Independence Prairie.

## Grade Crossing Safety

IF THE hearing conducted Tuesday by the public service commission with respect to grade crossing safety in Salem brought out nothing else, it indicated plainly that it is up to Salem, through its city government, rather than the public service commission, to take the necessary steps, whatever they may be.

Much was said about the speed of trains coming into the city from the north, and conclusive evidence was at hand to show that heavy trains, principally freight trains, have traveled down grade past busy crossings at speeds varying from 40 to 50 miles an hour.

Granting that this condition is dangerous, it appears that the city has the means at its command to correct the abuse. No action by the public service commission is necessary. While the Southern Pacific attorney can scarcely be credited with giving the city helpful advice against his own clients, his claim appears valid, that the city may at any time cause the arrest of trainmen who violate the law.

This man's advice was to enact an ordinance prescribing a reasonable speed limit, and then enforce it. This the council seems on the verge of doing, but we would go further and say that enforcement need not await a change in the law.

The city now has on its books an ordinance limiting trains to twelve miles an hour within the city limits and ten miles an hour between North Mill creek and Cross street. Even if this is unreasonable, arrest of an engineer "doing forty" would be just as valid under this ordinance, as under a new one prescribing a higher speed.

The core of the problem is not just the speed of the trains. It is the presence of so many grade crossings in the heart of a city of this size. Eugene is facing a similar problem and is negotiating with the Southern Pacific about how to handle the situation on some of the bad crossings there. Grade separation in Salem would be a tremendously costly affair. Ultimately it may be the only solution. For some time warning signs and signals will have to be relied on, supplemented perhaps on most important crossings with gates or flagmen.

How anyone could steal a saxophone is a mystery. Our idea would be to keep the instrument locked up in jail along with the thief.

Just as soon as the public reaches its endurance limit on endurance flight news, we'll endure them no more.

## Will It Be Like This?



## BITS for BREAKFAST

By R. J. HENDRICKS

The Champog highway—

That will be the shortest route between Salem and Portland; by at least eight miles, compared with any paved road joining the capital and the metropolis.

The ultimate Champog highway will no doubt be a part of the state highway system. It should be. It will bear an immense traffic—the heaviest for a 40 mile stretch in this state.

But does the average reader realize that a Champog highway is now being built? It is the old Salem-St. Paul road. That stretch is only 22 miles long. The first ten miles of it will be paved this year; from Salem down the river road to where it swerves to the right, in front of Senator McNary's farm home. Thence to the Waconda corner. This work will be finished within a few weeks. That will leave only 12 miles more to be paved to reach St. Paul. This may be finished next year. It will be done any way, within a year or two or three. Then there will be only a couple of three miles more to pave from the St. Paul-Newberg highway to the entrance to Champog park; and only a few hundred feet to the historic monument in the park.

A bridge across the Willamette near Champog park will leave only a few miles of hard surfacing to connect with paving into Portland. The Marion county end of this Champog highway will be finished in time for the 1924 centenary celebration of the coming of the missionaries, without doubt. (And perhaps the state highway department's Champog highway, too.)

When the Salem-Champog-Butteville paved market road shall have been finished, and extended on to the Wilsonville ferry, which will no doubt have been done before 1934, there will be more traffic for the Wilsonville ferry than one small boat will carry. There will have to be a larger boat, or two boats—and there should be a bridge across the Willamette at some point where the through travel can be best accommodated.

The Marion county paved road between Salem and Champog by way of St. Paul will be an historic one. It will pass the first church building in Oregon, at St. Paul, in the historic cemetery with the graves of the earliest pioneer settlers. It will pass quite near to old St. Louis, where the second church erected in Oregon stands, with its cemetery, which is also historic.

It will pass through old Waconda, which was the first stage station out of Salem on the overland route from California to Oregon points. The stage stations were maintained every 10 miles. In the early days, Waconda was an ambition place. A large town was planned there. The Marion county records show the names of high sounding streets, indicating great expectations on the part of the pioneer projectors for the big traffic and the busy commerce they would have. There could be written a lot of pathetic history about the ambitious towns that were laid out by the pioneers in the Willamette valley counties. Many of them have gone from the memories of even the people who now occupy their sites.

Frank J. Miller, the new chairman of the public service commission told the Rotarians at their noon luncheon yesterday about his recent trip around the world—he did not get nearly half around in his talk—

can be made. For nothing but eternity is permanent.

The Miller concern built some bridges in Oregon 51 years ago, that are still standing. They are much more nearly "permanent" than the average structures that were constructed at that time.

There were so many things to tell, for he went his own way, not following beaten paths. And he saw many things not seen or particularly noticed by those who follow the conventional tours; so he had a lot of new information to give his hearers, and, by invitation, will go still further around his globe-encircling circuit in a second talk.

Mr. Miller considers himself a Salem man. He occupied the same place he now holds under the bronze dome of the capitol for a former useful term, and he has occupied a seat in the state senate and in other ways has been connected with the activities of the capital city, making himself almost a 100 per cent Salemite.

But Frank did not tell of his first major work in Salem. A. S. Miller & Sons built the first bridge across the Willamette river. The first of all bridges across that stream immortalized a beautiful by Sam L. Simpson, the sweetest songster who ever poetized a river, and made it the symbol of the course of a human life.

The sons of the Miller bridge building concern were Frank and Harry; the Harry Miller who became president of the Oregon Agricultural college, minister to Japan during the Russian-Japanese war, where he stood for the power and dignity of the United States government in the dawn of the time of the era of the Pacific, as proclaimed by Theodore Roosevelt. Harry Miller was afterwards in high positions in the diplomatic service of his country in Europe.

The bridge across the Willamette which the Millers built was washed away in the flood of 1899; else it would have been standing yet, if it had not worn out, as did the second one to take its place, and as will the present one within an equal length of time—making way for the concrete structure of the future, which will be "permanent," or as nearly so as such structures

## Boy Again



After 19 years of "girlhood" because his family were not sure of his sex at birth and raised him as a girl, Marion Bodner, aged 19, shocked the town of Selma, Ala., when he applied for entrance into a boys' preparatory school and gave proof of his sex. He's even going to change his name now and take charge of his own life from now on.

WASHINGTON, July 24.—(AP)—Bureau of immigration was asked today by Senator Overman, Democrat, of North Carolina, to inquire into the activities in this country of Louis N. Hammerling, organizer of the American Foreign Language Newspapers, Inc.

Senator Overman recalled that as chairman of the senate judiciary committee he had questioned Hammerling during the war. He said in 1924 Hammerling's citizenship was taken away from him by the courts of New York, "largely as the result of certain exposures made by my committee," and added that Hammerling then was forced to return to Poland where for a number of years he has been a Polish senator.

"I have been informed that under date of June 23, 1929, he organized under the laws of New York state the American Foreign Language Newspapers, Inc., with a capital stock of \$100,000 of which he is not only the president, but the controlling interest," Overman said.

"I want to know at the earliest possible date by what authority of law this man is permitted to come to this country and also why he is allowed to remain here in view of the fact that his citizenship has been revoked. Surely if he is an undesirable citizen he is most certainly not a desirable visitor."

FRED BAKER BETTER SILVERTON, July 24.—Fred Baker, who was badly bruised in an accident at the Silver Falls timber company mill last week, is sufficiently recovered to be up and around. Mr. Baker plans to resume work next week if he is able to.

## BERLIN HIT BY TERRIFIC FIRE

### 50 Companies Work Desperately to Get Blaze Under Control

BERLIN, July 24.—(AP)—Fifty Berlin fire companies tonight brought under control one of the worst fires and explosions the German capital has known in years. It had raged five and one-half hours.

The entire industrial suburb of Borsigwalde was thrown into panic by a series of terrific explosions in the United Oxygen Works, which began at noon. Fire broke out after the first explosion.

The detonations could be heard in Berlin and brought thousands of workers running from factories and homes in fright to the scene.

Flying fragments of oxygen containers caused damage within a wide radius of the oxygen works. Clouds of smoke enveloped the nearby suburban section as the fire spread to the Lindes Artificial Ice company.

At least two workmen were believed to have perished in the explosion. Twelve were known to be injured and others had been rushed by ambulance to Berlin hospitals. Tonight it was impossible to make an exact check of casualties.

According to one workman's story, the first explosion occurred when a tank filled with acetylene burst as it was being carried from a workshop in the United works.

It also was said a big steel container had fallen over while it was being refilled, its contents coming in contact with fire. A 300 foot flame blew out of the container. Explosions followed from other steel containers.

No coherent account of the disaster was obtainable early in the evening. Police drew a cordon around the danger zone to keep out spectators. Telephone communication with Berlin was cut off.

When the firemen got the flames under control danger to nearby factories, including the plant of the American General Motors, was checked. Many of the factories however had their walls cracked as though by an earthquake.

## Editors Say: PUPILS CHANGE BUT LITTLE, CONCLUSION

SPOKANE, Wash.—(AP)—When the school bell rang its last call to Miss Mattie Moore this summer it ended 42 years of teaching, 31 years in the same school, same room and same grade.

She laid aside the blackboard pointer to retire from teaching and from 1-B grade with a record of never having missed a day on account of illness and never being late to a class.

"Children of today are about the same as 30 years ago, in temperament, obedience and conduct," she says. "They get more out of their first half year's work because of improved methods, but in natural talent rate about the same as always. If there is any noticeable change it is that they are slightly more nervous than they used to be. It may be the faster pace of living now."

## Mexican Bean Bug Is Found in South

COLUMBUS, Miss.—(AP)—The Mexican bean beetle, regarded by agricultural experts as an extremely dangerous pest, has been found here by state plant board inspectors.

They say it is the first time the beetle has been found this far south in Mississippi and took immediate steps to prevent a possible spread. The beetle has been common in northern counties of the state for some time and has done considerable damage there.

Read the Classified Ads.

## Big Shakeup



Police Commissioner Whitten of the New York police, decided his department needed jacking up and made changes which affected almost the entire force. Inspector P. S. McCormack, noted as the "haribolled guy," will now have the job of seeing that the Great White Way closes down on time.

## IMPLEMENT SHED IS LIKE PLANE HANGAR

MINEOLA, Kans.—(AP)—A modest Kansas carpenter is responsible for an idea of construction that is saving thousands of dollars for wheat belt farmers.

When A. F. Dallinger designed his first hanger-like implement shed, he did so with the notion of saving money for the farmer who allowed his machinery to depreciate rapidly by parking it outdoors. He had seen \$2,300 combines sell for \$500 on that account.

His brain child now is called the most popular device the wheat belt has seen since the invention of the combined harvester-thresher. Sheds patterned after his model dot scores of farms. Dallinger himself has orders for enough to keep him busy for a year.

These sheds, about 40 by 80 feet in size, look like a small airplane hangar. Their wooden ribs are anchored to a cement foundation. Absence of interior posts leaves the whole inside free for the storage of vehicles. Boarded up, the shed provided storage for 20,000 bushels of wheat.

The cost of one of these round-topped sheds, usually between \$1,000 and \$1,200, is considered money well spent because of protection thus afforded implements. One shed will hold five or six combines and other small equipment. Few other farm buildings can accommodate a combine in storage unless it is dismantled.

## Black Locust is Declared Supply For Fence Posts

JACKSON, Miss.—(AP)—Black locust groves, often thought useless, can become money makers for the wise farmer, says Edgar S. Wilson, Jackson farmer-columnist.

"Locust fence posts recently sold on the Jackson market for 50 to 60 cents apiece," Wilson reported. "Fifteen years ago I had taken up locust sprouts and roots from the roads and seeded them on an inaccessible strip on my farm. When I needed fence posts recently I found all I needed on that strip, some trees giving me four or five posts. Next to osage orange, locust makes the best of all fence posts, and fence posts are frequently in demand."

## INCOME TAX DROPS IN TWENTY STATES

WASHINGTON (AP)—Twenty states paid less income tax during the fiscal year ending June 30, 1929 than in the previous fiscal year.

The treasury department's summary of internal revenue states that the United States collected \$2,937,660,313.53 in taxes during the last fiscal year. Of this amount, \$2,331,109,826.89 represented income taxes.

The second district of New York showed the highest increase in income taxes, from \$348,310,918 in the fiscal year, 1928, to \$403,921,985 in the last fiscal year. The third district of New York was next, with an increase of approximately \$27,000,000.

The greatest decrease was recorded in Texas, where income taxes were \$45,659,115 in 1928 compared with \$37,706,829 this year.

The smallest amounts were paid by North Dakota with \$665,134, South Dakota with \$793,815 and New Mexico with \$993,541.

The highest total, both income and miscellaneous taxes, paid by one state came from New York, whose total was \$843,312,795, or more than a quarter of the total for the entire country.

The total for Illinois was \$238,249,311 and for Pennsylvania, \$237,576,472.

## \$2.35 Eugene and Return

via

## OREGON ELECTRIC

for the great

## Sunset Trail Pageant

July 26-27-28, 1929

Tickets on sale daily till July 27th. Final return limit July 31st.

Take the O. E. at 9:40 a. m., 12:45 p. m., 4:03 p. m., 8:00 p. m.

\*Observation Parlor Car

Returning leave Eugene 7:00 a. m., 10:25 a. m., 2:15 p. m. and 5:40 p. m.

J. W. RITCHIE, Agent.

S. A. Whitford, City Passenger Agent

L. F. Knowlton, General Agent.

## Oregon Electric Ry.

# PRINTING

## That Pleases

THE Statesman Publishing Company operates the largest printing establishment in the state outside of Portland. Presses large and small and workmen skilled in the trades daily produce commercial printing of high quality.

Whether it is a book or catalog or bulletin, the Statesman can print it for you. And if you want ordinary commercial forms: letterheads, envelopes, office blanks, you may depend upon getting work of quality at reasonable price at the Statesman office.

SINCE 1851 The Statesman has led the Salem field in the line of commercial printing. Never has it been better able to serve than at the present time.

Estimates cheerfully furnished. Work delivered when promised.

### Phone 500