

The Oregon Statesman

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

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Proposed Power Development

ON the front page of today's issue The Statesman publishes a map showing the two power projects which the Northwest Power company, a subsidiary of the Portland Electric Power company, seeks a permit to erect in the basin of the North Santiam river. We publish the map so that residents of Salem and other sections interested may have a clear understanding of what the projects are.

The public interest is involved in several different ways in the proposed development.

1st. Salem has an interest in a future water supply from the mountains. The logical source is somewhere along the North Santiam river. Water could be taken from this stream from anywhere above Stayton.

2nd. Should these power sites pass into the hands of a private company which now has the virtual monopoly of the power business in this territory? They do not pass into the hands of the private company for a permanent possession. The tenure is for 50 years.

The government requires strict accounting for construction costs which govern in case the plant is taken over. The federal act does not provide for appropriation of the plant by state or municipality but does permit the federal government to take the property over at the end of the tenure.

Does Salem want to get into the power business? The Statesman believes Salem's first venture should be in municipal ownership of water. The city has gone along for half a century and longer without acquiring its water plant, though it has had many opportunities to do so.

We believe under proper regulation that private operation of the light and power business is satisfactory. We do not object to the power company making money out of supplying us with power; it is entitled to good profits.

3rd. Roads. In developing this project the company would have to build a road to Marion Lake. As far as the junction of the North Santiam and Marion rivers this would be along the route to be followed by the North Santiam highway to Hog Pass.

4th. Scenic features. In our judgment this is the gravest problem which the proposition entails. Since our first editorial on this subject last Tuesday, we have had an opportunity to study the application and the map. What we fear particularly is the destruction of the scenic beauty of the North Santiam for the stretch about ten miles above Detroit.

In presenting this map and this detailed study of the projects, The Statesman desires primarily to lay the whole picture before the public whose interest is paramount. Citizens and organizations of citizens will do well to study the issues involved.

We favor the granting of the permit, provided Salem's interest in a future water supply is preserved, and provided there is reasonable protection to fish life and scenic beauty of the rivers.

Shipping Logs to Grays Harbor

SHIPPING coal to Newcastle has long been the proverb for the height of absurdity. Yet here we are shipping logs from the Siuslaw river to Grays Harbor. Five million feet of fir logs, so we read in the Eugene Guard, are to be made into a raft and towed to the mills away up in Washington.

Slow Down for Curves

thing. It hurt my pride to think that he would do that. "Someone called his wife and told her that her husband was going around with another woman. She cried the other day."

The Great Adventure



BITS for BREAKFAST

By R. J. HENDRICKS

Another eventful journey:

The Bits column of yesterday told of a memorable journey between three Salem boys and old Fort Vancouver, in 1842. Here is another, in 1846 and 1847. The ship Wilton sailed from New York November 27, 1846, and dropped anchor in Baker's bay in front of Astoria June 23, 1847.

Soon after his arrival in Oregon, Wilbur was appointed to the Oregon Institute (now Willamette university), and he came up the Willamette river from Oregon City in a small boat. The first day he got as far as Butteville, where he stayed all night with a settler whose name was Hall.

remained over Sunday. The next day, five days from Oregon City, tired and hungry and sick, he arrived in Salem and was warmly welcomed and entertained by Rev. J. L. Parrish, after whom Parrish junior high school was named.

Wilbur added as a postscript to his record of the trip to Salem, which, by the way, had not yet been named, nor plated as a town: "I should have said that I took supper with Sister Willson, and never do I remember to have eaten a meal that I relished so well."

James H. Wilbur became a leader. He built the first church and opened the first school in Portland. He was the founder of Wilbur academy. His work among the Yakima Indians was a benediction.

Does the reader realize how much history was made by the men and women who rest in that knoll near the end of Center street overlooking Salem and commanding the country where their early labors centered.

The first grave opened there was that for Anna Maria Pittman Lee and her infant son, first white woman married in Oregon, first white woman and child buried in this state; the son the first white child born in Oregon.

low the house of his father, whose land was all supposed to be in Maine when he settled there. He was an American by choice, and one of the greatest in the results that flowed from his country's benefit from his life work.

Cyrus Shepard, the first missionary teacher of the Oregon Country, lies near; in the same enclosure. And J. L. Parrish and his wife, who gave the land for the cemetery, and that where the Salem General hospital now is for an orphanage. That is, Mrs. Parrish gave the land. It was on her part of their donation claim.

As has been mentioned in this column before, J. Quinn Thornton and his wife are buried in Lee Mission cemetery, and their graves are unmarked excepting by thin slabs of wood that are rotting away, and the names on the slabs are about obliterated by sun and rain; though Thornton did a great work for his state as unofficial representative of the provisional government when the bill proposing to create the territory of Oregon was pending in congress.

Lee Mission cemetery contains enough makers of history to warrant a historic shrine being set up there, to which would repair in time millions of pilgrims. This also will no doubt come about in good time.

"I'll live to see, I know it yet, a bridge across the Willamette," sang one of the pioneers, who evidently agreed with the eastern pronunciation of Portland's famous river. And soon we are to see our eighth bridge across the Willamette. So reads an editorial paragraph in the Portland Oregonian of yesterday. When did the Willamette become Portland's river? And where did the para-

grapher got his quoted lines? They should read: "They'll build a bridge, I feel it, yet. A bridge across the Willamette." They were a fling at the powers that controlled Portland in the 80's and before, when the owners of the old Stark street ferry were successful in delaying all efforts to stop the flow of their large revenues. Salem had the first bridge across the Willamette river. It was built in 1886; and we had a ferry fight, too. The original bridge at Salem was washed away by the flood of 1890. The second bridge, built that year, was torn away to make room for the one that now stands, because it had outlived its usefulness and was at the danger point through age, and partly because the period of automotive travel with its heavier loads and more exacting requirements for strength had come.

Editors Say:

THE POWER ISSUE

The Statesman takes a sensible view of the issue presented by the application of the Northwest Power company's to appropriate the waters of Marion lake for development purposes. It realizes that the proposed development will bring its advantages and disadvantages but it concludes that the former will more than compensate for the latter. It says: "The invasion of the wilderness area of Marion river and lake will be a real injury in the eyes of all those who love the great outdoors. But these damages may be held down. Even so, there are other vast areas ministering to the recreational needs of the people.

"The development, if it comes, will mean the expenditure of large sums of money in construction work, will add to the supply of power available for industry, will require the building of a road, much of which will be along the route of the North Santiam highway toward Santiam pass. The Statesman believes that the advantages outweigh the disadvantages, provided the city's interest in the use of the water for domestic purposes is properly preserved."

Salem has a conflicting interest in the power site, as it has made filings on waters of the same territory. But the Statesman points out that this conflict does not necessarily jeopardize Salem's interests. On the contrary, as the newspaper points out, the right kind of an agreement between the city and the power company would promote the city's interests rather than interfere with it.

The issue at the bottom of the controversy is one that will be presented many times as Oregon continues to grow and expand, namely whether the power resources of our mountain areas are going to be utilized or whether they are going to be locked up for the benefit of the relatively few who have the time and the inclination of enjoying them. This newspaper believes in conservation of natural resources within reason, but it is not sympathetic with the view entertained by some people that they should be locked up for all time.—Albany Democrat Herald.

CHURCHES

EVANGELISTIC TABERNACLE. Corner 15th and Spruce streets. Two blocks southeast of Supreme Court bldg. The Full Gospel church. Sunday morning 11:00, a message by Evangelist Rogers. Sunday night 8:00, "Some Pages from My Life Story," a sermon by Guy Rensford, based on his own personal experiences. Sunday Bible school 9:45 a. m. W. B. Finney, sup't. Street service at 7 p. m. Sunday corner High and State. Children's church each Saturday afternoon 2:30. Marie V. Jenkinson, pastor. Phone 2050-M.

Old Oregon's Yesterdays. Town Talks from The Statesman Our Fathers Read August 25, 1904 There is little doubt in the mind of President Coleman of Willamette university but that the balance of \$13,000 needed for the proposed new medical building for the university has been raised.

There is little doubt in the mind of President Coleman of Willamette university but that the balance of \$13,000 needed for the proposed new medical building for the university has been raised. Three thousand five hundred dollars have already been raised. The building will cost \$17,000.



Preference Appreciation of Beauty Indicated by Growth Increasing patronage of Belcrest Memorial Park shows convincingly the appreciation of this community.

Each month sees its use increase in a satisfactory manner. Preference for this park cemetery is won by its growth in beauty, by its natural charm, and by its provision for Perpetual Care.

Belcrest Memorial Park

The Oregon Statesman Circus Subscription Blank. This coupon, when accompanied by one New Three-Month subscription to The Oregon Statesman will entitle the bearer to a ticket to the RINGLING BROS. and BARNAM, BAILEY CIRCUS, August 29, at Salem, Oregon.