

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
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Entered at the Postoffice at Salem, Oregon, as Second-Class Matter. Published every morning except Monday. Business office 315 S. Commercial Street.

Pacific Coast Advertising Representatives:
Arthur W. Stynes, Inc., Portland, Security Bldg.
San Francisco, Sharon Bldg.; Los Angeles, W. Pac. Bldg.

Eastern Advertising Representatives:
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Standard Oil Holds Up Delivery

The Standard Oil company refused to deliver gasoline Wednesday to Day & Niles because they had a sign up "Gas 20c." Not until Day & Niles agreed to change the sign Thursday morning to 22c did the Standard trucks deliver gas to them. Perhaps this will be the way the gas war will end, by the companies framing a hold-up on the independents. The independents claim that the undercutting of the Standard chain was what started the recent flare-up.

In the good old trust-busting days the attorney-general might make an inquiry as to the practice of the Standard in thus dictating the resale price of gasoline. Or the district attorney might launch an inquiry. Nowadays the companies can get away with most anything though and no questions asked by the attorney general or anybody else.

Here are some things that are price conundrums to gas consumers in this territory which we would like to have the Standard of California answer. Why is it that gas should be forced to retail here at 22c when the retail price in New York City is 17c? The haul here is far shorter than the haul to New York; and vast quantities of California oil and gas are shipped to the New York markets.

Why do the Standard and other oil companies sell to individual consumers like farmers, truckmen and others at prices actually below the price which they sell to service stations? The price to service stations is 18c. Yet gasoline will be hauled away out in the country and dumped in some farmer's tank or at a logging camp for a price asserted to be 15c. This is the worst feature of the gas business, utterly without justice or even excuse. It is rank discrimination. So flagrant is it that it is a fit subject for investigation by the state attorney general or the district attorney, if we have such officers except on pay days.

The independents aver that the oil companies are trying to break them and then get control of the choice stations and hamstring any others who try to hang on. The Standard has already made a sort of wash sale of its service stations to an organization composed of "former" officials of the company. Other companies are said to be following up this move and copying it.

Station operators ought to get a fair profit on the gas they pump. When they have to pay the oil companies more than private consumers do it is hard to see where they can get a price which will hold the business and leave them the profit they are entitled to.

The Income Tax Test

INDUSTRIES engaged in single lines of business ought not to object to having their income tax reports scrutinized by the senate committee in charge of the tariff bill. There is no such secrecy about corporations as there used to be. The majority of them issue reports to stockholders certified to by public accountants. By turning to a Moody's Manual the senators could get most of their information without organizing a man-hunt and unleashing the bloodhounds. On the lumber business they could study reports of concerns like Long-Bell and Central Coal and Coke which controls the Vernonia operations. Their earnings are made public and have been so poor in late years as to force passing of dividends.

The danger of such an examination as is proposed lies in these circumstances: in given lines one or two large corporations may make excellent profits even in very dull times, while the big majority of other companies in those lines lose money. For instance the generous profits of the Great Western Sugar Refining company are not a true index of the prosperity of the best sugar interests. With this company should be considered Utah-Idaho, American Beet Sugar, Holly, Amalgamated whose profits have been thin or less than that for some time. Again corporations now have a diversity of products. Total profits may be no index as to the condition of specific branches of a company's business. In a big packing enterprise like Swift's, the fertilizer or hide branches may be unprofitable though the losses were overcome by profits in other departments.

All of these facts the senate committee will have to remember when it studies the tax returns. There are many cases where the investigation ought to be really worth while. There are the watch companies who appear in beggars' reports to get increased protection. Taking a look at the tax reports of Elgin, Hamilton and Gruen ought to disclose their poverty and need of higher protection. Of course the senate won't call for the tax reports of the farmers. They prefer to think that the farmers, none of them, have to make out tax returns.

Analyzing the Score

AN investigation has been made of the 155 persons reported in the Congressional Record for June 14 who have been killed by prohibition officers in performance of their duty. The number of appalling, it is true. But a study and investigation of the individual cases discloses no such wild and indiscriminate slaughter as the anti-prohibitionists try to make out. Here is what the investigation showed: 55 of the number were already firing at officers before they were fired upon; 32 drew their guns first, but failed to follow up with speed on the trigger; in 10 cases both officers and victims fired, the evidence not being clear as to which fired first; 12 had attacked officers with other weapons than guns. In the remaining cases the majority were resisting lawful search or arrest.

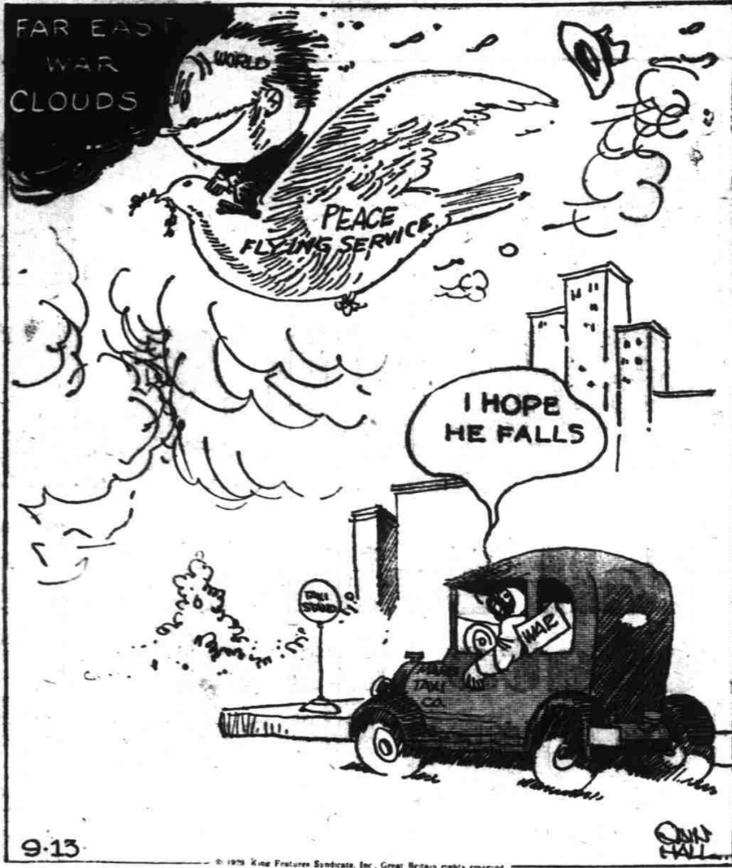
Of the total of 155 the study showed that only six could be classified as innocent victims. One of these was killed with a gun in his hand; one was struck by a stray bullet, which sometimes happens in ordinary efforts at arrest, two were killed in a boat collision; two more were automobile fatalities.

The shedding of innocent blood is always a mistake and a tragedy. Enforcement officials have repeatedly stressed use of weapons only in self-defense. When the bootleggers and law violators lay aside their rifles, machine guns and pistols can the enforcement officials rely solely on their bills and night-sticks.

Motor Tank Cars Crowd Highways

HAve you noticed these double-jointed gas tank cars, painted green, that are helping turn the highways into freight rights-of-way paid for by the public? They are owned by a private transportation company which contracts with oil companies to transport gasoline by truck rather than by rail. They are now robbing the railroads of a great deal of the tank car freight. These motor gas tanks haul from tidewater to small distributing stations; or they haul to retail stations that have large enough capacity, 7000 gallons.

We Don't



We know of no finer stimulus to airplane flying than turning the highway over to perambulating boxcars. How long will the public continue to subsidize the truck lines by furnishing the right-of-way and then expect the railroads to carry a big share of the tax burden?

Sweet Home reports its first frost. That ought to get a column editorial in a certain daily of wide circulation.

BITS for BREAKFAST

By R. J. HENDRICKS

Continuing the Thompson story:

Toby was the name of Riddle's Modoc wife. She and her husband begged General Canby not to go to the conference, as treachery was surely intended. But the general replied that his government had ordered him to go, and a soldier had no choice but to obey orders. The conference went on, by a camp fire. General Canby passed the cigars to the red fiends. "All ready!" shouted Captain Jack, as he drew a pistol and shot General Canby through the shoulder, in the head and in the arm, while Boston Charley shot Rev. Thomas dead. Dyer fled, closely pursued by Hooker Jim, but escaped Rev. Thomas and General Canby were stripped and the general scalped. Meacham was insensible, and as the Indians started to scalp him Toby told them the soldiers were coming and they left him and died. Meacham's scalp was partly cut loose. While these scenes were being enacted, two Indians approached the lines of the soldiers with a white flag. Lieutenants Sherwood and Boyle went out about 500 yards beyond their line to meet them. They were fired upon by savages in ambush, and Lieut. Sherwood was mortally wounded.

Says Col. Thompson: "Thus ended the long, dreary farce of the 'peace commission.' And at what a price! There lay the noble Canby prone upon his face, cold and still in death; having breathed the hurricane of many a well-fought field to fall at last by the treacherous assassin's hand of a growing savage to whom he had come upon a mission of peace and friendship. There was another of the commissioners, a man of peace, a preacher of the gospel of eternal love, stricken down with the words of mercy and forgiveness upon his lips, his gray and hair all dabbled in his own blood. Another, shot and hacked and stabbed, covered with wounds, beaten down with cruel blows, motionless but still alive. And there was another, with warwhoop and pistol shot ringing at his heels, fleeing for his life; while at the side scene was the 'honorable' Capt. Jack, stage manager of the awful play, arch-concom of massacre, with pistol that took the priceless life of Canby still smoking in his hand, leaping with glee, his dark face all aglow with the glare of the dread spectacle, like a fiend dancing in the fire-light of hell. No wonder that in its lurid light the government for a moment forgot its degrading 'peace policy, and 'let slip the dogs of war.'"

April 12, 1873, the day after the massacre, preparations were made for an attack in full force by the regulars. But no general forward movement was made till the 14th. There was a battle of three days and nights—and amid the hum of tons of leaden bullets and the bursting of countless shells, not a single Indian was killed; except one buck who tampered with an unexploded shell, to get out the powder and lead with a file and hatchet, and was scattered over the lava beds for his inquisitiveness. On the 15th, Col. Alvin C. Gillem of the regulars, who had been put in charge of the campaign and General Wheaton relieved, sent Col. Thomas and Major Wright of the regulars in charge of a scouting party of 60 men, to discover if possible the whereabouts of the savages.

Gillem was not experienced in fighting Indians of the character of the Modocs, or he would have sent experienced scouts instead of inexperienced regulars. The party scouted about for several miles in the lava beds, and saw no Indians or signs of Indians. They sat down in supposed security to eat their lunch. The Indians quietly surrounded them, and, at the first rifle fire, the soldiers were panic-stricken. That panic became a rout, and the rout a massacre. Of the 62 men in the scouting party, all were killed excepting two, and they were badly wounded! The communications of Col. Gillem were cut off and his supply trains captured, horses and all. "Whipped again," was the verdict of the nation. The entire command of Gillem was demoralized, and desertions were by the wholesale.

Then General Jeff C. Davis arrived and on May 2 took charge, and restored the command to General Wheaton, able and veteran fighter. But Col. Hasbrouck, old soldier that he was, had a lesson to learn. A few days later, his command chasing Modocs went into camp in the lava beds feeling secure, as no Indians or Indian signs had been seen. But as day began to break over the desolate hills, the Indians from three sides poured into the camp, withering fire. Captain Jack, standing well out of harm's way, (dressed in the uniform of the dead General Canby!), had staged another massacre. Several of Hasbrouck's regulars were killed by the first fire; but the Modocs had not counted on the near presence of a band of Wasco Indians under Captain George, their chief, who had been before had stealthily and quietly made their camp near that of Hasbrouck, and when the surprise firing began attacked the Modocs from the rear. It was Captain Jack's turn to be surprised; and the Modocs scurried to their hiding places in the lava beds. From the rocks of the episode it became a rout of the Modocs. Captain Jack was the first man to run. This was the beginning of the end. The rascalion redskins under Captain Jack quarreled with him and among themselves.

They broke into small parties and fled from the lava beds. With the help of friendly Indian scouts and the assistance of white leaders who knew Modoc character, or lack of character, including Colonel William Thompson and the Applegates, the remnant bands surrendered. Hasbrouck and the Wasco scouts gathered in Captain Jack and his followers two days later. Jack was an arrant coward. Some of his followers would have fought to the death, but when he was cornered he gave up, hoping for mercy. Black Jim and his crowd were taken in by Col. Thompson, General Ross and their company.

Col. Thompson relates an interesting incident of the evening when Black Jim and his ragged band had been turned over to General Davis. (Black Jim's trail had been followed by the marks of a crutch of one of his followers who had been shot in the fighting of January 17th, by John Fairchild, who was at that time by the side of Col. Thomas Thompson, when the citizen soldiers wanted to be allowed to go into Captain Jack's camp and finish the war.) Mrs. Body, Mrs. Schira, and Mrs. Brotherton were at the camp of General Davis, provided by the commanding officer with a

tent. The families of these women, settlers of that section, had all been wiped out—battered by Modocs with Black Jim. These women had asked to see the Indian captives, with the idea of securing from the murderers of their husbands, sons and daughters some of the keepsakes they had stolen from them. Suddenly Fox, correspondent of the New York Herald, called at the door of the tent of General Davis, and cried, "The women are going to kill the Indians!" Col. Thompson and General Davis sprang from the tent and rushed to the tent where the women were domiciled. Co. Davis was ahead of Thompson. The latter says he saw Mrs. Schira with a double edged knife poised. Black Jim was standing fronting the women, stolid as a bronze. Mrs. Schira's mother was attempting to cock a revolver. General Davis made a grab for the knife, catching the blade in his right hand and in the struggle his hand was badly lacerated. A surgeon was called and dressed the wounded hand.

About 40 officers were seated at dinner at the mess that night; men grown gray in their country's service, young lieutenants from West Point, etc. During the dinner one of the young men made some slighting remarks about the conduct of the women in attempting to kill the Indians. (But lack of space makes it necessary to wait one day for the sequel.)
Yesterdays—

Editors Say:

ANOTHER ACRE OF DIAMONDS

Announcement of plans of the Washington Co-operative Egg and Poultry association for a chicken cannery in Bellingham, with a capacity of 700,000 birds a year, or 2,000 a day, draws attention to a unique branch of the poultry industry which is increasing daily in popularity at home and abroad.

The poultry association now is canning 1,000 chickens a day at its Lynden plant, and the market for "Lynden Canned Chicken" is expanding so rapidly that a second cannery, twice as large as that now in operation, is needed to meet the growing demand for this Whatcom county product. Sales of the Lynden brand have increased 50 per cent since the association took it over, and by the time the Bellingham plant is completed, about the first of next year, it is expected a considerable part of its output will be in immediate demand.

Alaska and Hawaii, particularly, are calling for more and more Whatcom county canned chicken, and the association foresees an unlimited world market, especially in the warm and cold climates where poultry does not thrive as it does in the temperate zones, notably in the Pacific Northwest.

More than 9,000 poultrymen in

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



Western Washington are members of the co-operative organization, which does a business aggregating about \$25,000,000 annually, and these five hundred of independent units who are profiting from the \$20,000,000 industry in this state. The expansion of the "tinned chicken" item to the industry, providing a market outlet for hens that do not come up to laying standards and the hundreds and thousands of cockerels—those not sold as broilers—that constitute an annual meat surplus, will help to balance the industry and insure continuing profits to the poultry raisers.

The poultrymen of the state are following in the steps of the dairy, fish, vegetable, fruit and other industries that have gone out after world markets with canned goods that can be preserved indefinitely. The experimental stage has been passed and henceforth the problem apparently is to provide a supply adequate to meet the domestic and foreign markets.

The industry is one to be encouraged, for it is particularly well adapted to Whatcom county, which produces 1,000,000 new chickens every year and between one-fourth and one-third of all the eggs raised in Washington. It is merely another of the "acres of diamonds" that are being uncovered all about us.—Bellingham Herald.

SPENDING THE ROAD MONEY

There is a movement on foot to force the commission to issue a million dollars worth of bonds a year for three years all to be spent on the Roosevelt highway. The coast cities are all for it, of course, for purely selfish reasons. But the expenditures cannot possibly be justified by the amount of prospective travel as compared with the actual travel that is already in the Willamette valley. Moreover, most of the prospective Roosevelt highway travel is pleasure travel, tourist travel. The road to Portland is lined with cars going there on business. They are Oregon cars and travel the road many times the year. They are entitled to first consideration and first relief. The present roads are too crowded for safety. They are dangerous and the death and injury toll in itself is sufficient reason for the project. Willamette valley towns and counties should organize, not to oppose the building of roads elsewhere, but to insist that present congestion be relieved and the roads made safe where they are used most at least to the extent and in reasonable ratio with the amount of money raised in the valley and in Portland by auto licenses and gas tax.—Corvallis Gazette-Times.

Old Oregon's Yesterdays

Town Talks from The Statesman Our Fathers Read

September 12, 1904
President Downing of the state fair board has accepted the resignation of Associate Judge G. A. Westgate of Albany, and appointed Frank Frasier of Pendleton in his stead.

Success of the second day of the state fair is largely due to the Woodmen of the World which furnished the principal entertainment outside of the regular racing program.

Hon. Charles S. Fulton, United States senator from Oregon, and Senator John Mitchell are in Salem for the state fair and business conferences in connection with their public offices.

Eugene Bosse, who visited McMinnville last week, thinks the outlook flax growing in that section good, and will send 50 bushels of seed there for distribution.

Penney Company Has New Man in Dallas Store

DALLAS, Sept. 12.—Lewis Wick, son of Mr. and Mrs. J. J. Wick of Dallas, commenced work with the local J. C. Penney company, Monday morning.

Lewis takes the place vacated by the transfer of Forest Ginn to Willets, Calif.

For the past three years young Wick has been employed in the shoe department of Olds, Wortman and King of Portland.

ARMY AIR SERVICE TO EXTEND RANGE

Assistant War Secretary Says Range of Bombers Will be Doubled

WASHINGTON Sept. 12.—(Special)—The army air service has "put on seven league boots" to extend its effective range of military operations through the recent development of long-range refueling devices, F. Trubee Davison, assistant secretary of war for aeronautics, said tonight in a radio address over a nation-wide hookup.

Mr. Davison summarized the significance of the military and commercial endurance flights with the aid of refueling in the air as the eleventh guest speaker on the "Roads of the Sky" aviation series, sponsored by the Aeronautical Chamber of Commerce and the National Broadcasting company.

Mr. Davison said that the range of present bombardment planes will be doubled as the result of experiments with refueling in the air carried out since the first history-making flight of the "Question Mark," which started last New Year's day.

"With existing fuel arrangements bombardment planes have a radius of action not more than 1,200 miles under the most favorable conditions," Mr. Davison said. "Now we can double this radius of action through the use of refueling in flight."

"There is a strong possibility that refueling in flight may help to solve a most pressing problem with respect to the relationship between pursuit and bombardment aviation. The farther bombers can penetrate into enemy territory to destroy enemy munitions, factories and mobilization centers, the more effective will this branch of aviation be.

"On the other hand, to extend the range of bombing planes beyond the range of their protective pursuit planes would impose a distinct handicap upon the bombers which would be compelled to rely upon their own weapons in defending themselves against enemy attack.

"We must now study how the range of pursuit planes may be extended by refueling in flight, to keep them abreast of the long-range, but slower moving, bombers," Mr. Davison said.

"The greatest enemy of flying today is fog, and here I can point to progress which indicates that, in the not far distant future, fog will be completely defeated. We have learned now to fly hour after hour in fog without any horizon, without being able to see the sky, or the ground, by means of instruments which were developed primarily by army engineers.

"While flying in fog has virtually been made safe, the next question is how does the pilot get his plane to his destination when all the landmarks are hidden? Here again the army has made a vital contribution to flying because of the very important role it has played in the development of the radio beacon.

"All the pilot who flies on the beacon has to do is to follow a yellow light on the instrument board of his plane. When the lamp changes from yellow to red or green, he knows he is either to the right or left of his course and goes back through its simple expedient of kicking the rudder until the light shows yellow once more. The radio beacon is an electric highway that stretches over distances of hundreds of miles. No gas can sputter it; no fog can obliterate it."

In conclusion, Mr. Davison said that the war department is eager to make as many contributions toward the expansion of and in doing so to foster an agency commercial aviation as possible of peace and good will.

Assistant Secretary of the Navy David S. Ingalls will talk over the radio at the same time next Tuesday night as the twelfth speaker of the "Roads of the Sky" aviation series sponsored by the Aeronautical Chamber of Commerce of America and the National Broadcasting company.

Vegetable Seed Grown on Farm At Silverton

SILVERTON, Sept. 12.—Victor Madsen completed a three-weeks' threshing period this week when he completed his four acres of kale seed. He reports that the crop was very good. He has set out another field of kale which will be harvested next year.

For the past 25 years vegetable seed has been grown on the Madsen farm, first by Mr. Madsen's father, and since his death, four years ago, by Victor Madsen. The seed is raised under contract to wholesale seed houses.

COMING TO SALEM

Dr. Meilenthin SPECIALIST

In Internal Medicine for the past fifteen years

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ONE DAY ONLY No Charge for Consultation

Dr. Meilenthin is a regular graduate in medicine and surgery and is licensed by the state of Oregon. He does not operate for chronic appendicitis, gall stones, ulcers of stomach, tonsils or adenoids.

He has to his credit wonderful results in diseases of the stomach, liver, bowels, blood, skin, nerves, heart, kidney, bladder, bed wetting, catarrh, weak lungs, rheumatism, sciatica, leg ulcers and rectal ailments.

Below are the names of a few of his many satisfied patients in Oregon who have been treated for one or the other of the above named causes:

- Mrs. H. H. Blake, Marshfield, Ore.
- Alfred Clemmens, Corvallis, Ore.
- Chas. Desch, Portland, Ore.
- Mrs. J. C. Hunsucker, Toledo, Ore.
- John Lucian, Echo, Ore.
- Bert Lampa, St. Helens, Ore.
- Mrs. Maybelle Snyder, Alesia, Ore.
- Miss Emma Turner, Mikkaalo, Ore.
- J. H. Wood, Eugene, Ore.
- Mrs. Jennie Woolery, Salem, Ore.

Remember above date, that consultation on this trip will be free and that his treatment is different.

Married women must be accompanied by their husbands. Address: 4221 West Third Street, Los Angeles, California.



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