

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe."
From First Statesman, March 25, 1851

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The Railroad Plan

THE interstate commerce commission after years of study has announced a plan for railroad consolidation which was contemplated in the transportation act of 1920. This plan is not compulsory and is not final. It represents the best thought of the commission after some years of study. The plan would create five great systems in the west, two in New England, and nine in the east, besides the branches of the two Canadian systems in the United States.

One major battle was over the four or five system plan for eastern trunk territory. L. F. Loree, president of the Delaware and Hudson, led this fight for the fifth system to compete with the New York Central, Pennsylvania, Baltimore and Ohio and the Van Swearingen group composed of the Erie, Nickel Plate and Chesapeake and Ohio. But Loree's road is left out of the fifth system and made an appendage to a New England system, the Boston and Maine. The Wabash is made the major trunk of the fifth system, to it is attached the Lehigh Valley and the Norfolk and Western and then it is given the Seaboard Air line which reaches from Richmond to the tip of Florida. This seems an unnatural and impracticable inclusion for the remainder of the contemplated Wabash-system is distinctly an east and west trunk system, while the Seaboard is a north and south line.

The great controversy in the west hinged about the consolidation of the Great Northern and the Northern Pacific with the merged roads continuing to hold the Burlington as a bridge from the Twin Cities to Chicago. The merger of the two roads is permitted but the Burlington is divorced from them and made the core of a new west-southwest system. It is very doubtful if the two northers would merge on the basis of surrender of the Burlington. They have found it invaluable in reaching traffic sources in Chicago, St. Louis, Kansas City, Omaha and Denver.

The Western Pacific, whose control is in hands friendly to the two northern lines, is assigned along with the Denver and Rio Grande Western to the Missouri Pacific, which owns the D. & R. G. W. jointly with the Western Pacific now. This assignment has been severely criticised because it is claimed the roads should have gone to the Burlington which alone is strong enough to offer genuine competition to the Union and Southern Pacifics. Had the Western Pacific and the Denver and Rio Grande Western or at least a half interest in the latter gone to the Burlington, then as was intimated some weeks ago by Arthur Curtiss James, dominant figure in this Hill grouping, the two northers might have been willing to give up the Burlington. For it would be in friendly hands and the northers would join it at several points, including the western connection near Klamath Falls, if permitted.

The country is not so "hot" for consolidation as it was some years ago. The railroads have gotten on their feet and consolidation is no longer urged as a means of financial salvation. In fact as Commissioner Eastman pointed out, the virtues of consolidation have been too greatly magnified. Some mergers have been disastrous, for instance the Mellen merger of New England roads under the New Haven; the Rock Island-Frisco combine under the Moores; the Gould system, a loosely knit grouping from Baltimore to San Francisco, using the Wabash, Missouri Pacific, D. & R. G. W., Western Pacific and several other roads to make a transcontinental system. These consolidations failed, most of the roads went into receiverships, and rail development was impeded for years.

The plan as announced will have little effect in speeding up consolidations. Railroad executives will devote a great deal of study to the plan before they start trying to put it into effect. Undoubtedly there will be strenuous resistance to many of the combinations proposed.

Industrializing the Farm

COL. Hanford MacNider, former commander of the American Legion and former assistant secretary of war, has turned farmer. MacNider has succeeded to the positions his father once held as president of the largest bank at Mason City and president of a big cement factory there. Along with these activities MacNider is launching a unique farm enterprise, that is, unique for the type of agriculture which Iowa has always featured—the small, diversified farm.

Under the name of the Indian Head Farms company, MacNider will operate twenty farms covering some 4000 acres located around Mason City and all situated along paved or gravelled roads. The entire farming operation will be industrialized. Hired labor will be employed, which will be mobile. So will the power machinery be mobile, that is, be moved from farm to farm for service.

The farm program will be laid out for a term of years. Scientific use of fertilizers, rotation of crops and of the land will be adhered to. All the grain is to be marketed "on the hoof." It is no philanthropic enterprise, because the MacNider interests own or control some 8000 acres, and if this experiment succeeds it will be extended to the whole acreage. And MacNider says he will not be satisfied with a 6% return, saying "We should be able to show a bigger return than that."

Here are some of the features of the plan:
"Married men will be hired to live on each of the farms and these farms will be stocked with livestock. Four horses and five or six cows will be on the average farm. The employes on the farm will milk the cows and use what milk is needed for his own family. The remainder will be collected by trucks belonging to the company and will be sold by it.

"A tractor crew with expert operators for the three tractors now owned by the company will do as much of the heavy work as is necessary to supplement the horse power on each farm. A total of 1400 acres were plowed this last fall at what Howard O'Leary terms 'an unbelievably low cost.'

"A hammer and saw crew will attend to all the building, painting and repairing of farm buildings and fences. In the personnel will be an expert blacksmith and horseshoer. Members of this group will also be available for emergency duty at haying and harvest time and men employed regularly on the farms may be shifted as occasion demands to help on one of the other farms."

Corporation farming is coming. That doesn't mean that all farms will go into corporate ownership, nor that all corporations owning farms will prosper. But competition is forcing lower production costs for farm products. That will require lower labor costs which may be secured not by cutting farm wages, but by keeping more fully employed the time of those working on farms. A corporation can "increase the load" of the farm worker just as it has done to the industrial worker.



"Chain farms" with the resident on the farm sharing the profits, perhaps owning stock in the corporation may result in bigger farming profits and in better living conditions for the families on the farm. It would be a radical overturn of the old idea of small, independent farms, but no more radical than chain ownership of retail stores, banks and utilities.

BITS for BREAKFAST

By R. J. HENDRICKS

Early Oregon laws

Reference was made in this column yesterday of the marriage law under the constitution of the provisional government. It provided that a man 16 years old or a woman 14 might marry—but it provided also that if either of the contracting parties was under 21 the consent of parents or guardian must be had.

The first legislative session, in 1844, changed this, making males of 16 and females of 13 eligible for marriage, but requiring the consent of the parents till the man was 21 and the woman 18. The person marrying a minor without the consent of parents or guardian was made liable to a fine of \$100, to be paid to parents or guardian; but the marriage was not invalidated for want of their consent.

Peter H. Burnett, a member of the legislative committee of nine (as the first legislature was called), said the new law was enacted "only to obviate the evils sure to grow out of the former one. Early marriages are the rule of all new communities for obvious reasons. In Oregon, especially, where women were few, a girl was sure to have suitors before she had fairly reached maturity. But making children of 12 and 16 years of age competent to marry led to abuses in colonial (provisional government) and territorial times resulting too often in divorce, and sometimes in death."

The members of the first executive committee (standing in the place of a governor) were Alanon Beers, David Hill and Joseph Gale. The second one, chosen at the election the second Tuesday of May, 1844, were W. J. Bailey, Osborne Russell and P. G. Stewart. They made up the executive branch of the government. The member of the legislative committee was: P. H. Burnett, M. M. McCarver, David Hill and Matthew Gilmore from the Tualatin district; A. L. Lovejoy from the Clackamas district; Daniel Waldo, T. D. Kaiser and Robert Newell from the Champeog (Marion) district. Yamhill district was not represented. So the Oregon provisional government legislature of 1844 had eight while it was entitled to nine members.

The legislature met at the Falls (Oregon City) June 18, in the residence of Felix Hathaway. McCarver was chosen speaker and Burnett acted as secretary in the absence of Dr. J. E. Long, who had been appointed to succeed George W. LeBreton, the first secretary, who was wounded by Cockstock the Indian at The Falls March 4, 1844, and died from the wound. And Dr. Long who had been elected by the people in May, was drowned in the Clackamas river June 21. Frederick Prigg, who was appointed secretary to succeed Dr. Long, was also drowned in the Clackamas river, and Samuel Holderness was appointed to succeed Prigg. He served to the end of the provisional government, March 3, 1849.

The "governor's message" of 1844 to the legislature of eight members (the legislative committee) was an interesting document. It was signed by the executive committee, Stewart, Russell and Bailey. One of these days, when copy is short (if the time ever comes), it will be published in this column.

Peter H. Burnett, serving in that early day legislature, who had

nor could he vote. Thus outlawed if they refused to pay taxes, few refused, nor any for long.

The first tax law provided a tax of an eighth of one per cent upon the fair valuation of any merchandise brought into the country for sale; on all improvements on town lots, on mills, pleasure carriages, clocks, watches, horses, mules, cattle and hogs; and every white voter must pay a toll tax of 50 cents. The sheriff was made collector of the revenue, for which he received 10 per cent for all moneys received. (Note there was no tax on land.)

The land law was amended by the 1844 legislature. Free men over 18 years old who would be entitled to vote if of age, and widows, could legally claim 640 acres. But a boy under 18, if married, could hold land, and all claimants might own town lots in addition to their acres. Or one might hold 600 acres on the prairie and 40 acres of timber land not contiguous.

The seat of government was established by law at Willamette Falls (Oregon City). The annual meeting of the legislature was fixed for the fourth Tuesday in June. A new district (county) called Clatsop was established, on petition of J. L. Parrish.

(Another chapter will be necessary to give a summary of what was done by this early day (1844) Oregon legislature.)

Old Oregon's Yesterdays

Town Talks from The Statesman Our Fathers Read

Dec. 29, 1904
A prominent Salem man has issued a statement saying that if the law concerning entries is to be construed to the letter, many young men will be deprived of the right to take up a piece of government land and that he does not believe the law should be so strictly construed.

Portland—The aged and white haired senator from Oregon, John H. Mitchell, today went into

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NEW FORDS ANNOUNCED

Numerous Improvements Described for Line to Be Shown Tuesday

DETROIT, Dec. 28.—New Ford bodies, with added beauty of line, roomier interiors and a variety of new colors and color combinations, will be introduced throughout the United States by the Ford Motor company next Tuesday morning (December 31) when E. B. Ford, president of the Ford company, announced today.

This is the first statement by the Ford company of the specific reason for the recent temporary shut-down of branch plants for the purpose of making changes in machinery and plant equipment. Introduction of the new bodies comes on the heels of two recent significant announcements by the Ford company—a general reduction in prices of all types in the Model A line, and a wage increase throughout the Ford plants in the United States, which steps up the minimum wage from six to seven dollars per day.

"Since the Model A was first introduced, it has constantly been made a better car," said Mr. Ford, in announcing the new line of bodies. "As soon as improvements have been developed and tested, they have been built into cars in production and immediately passed on to the public. That process goes steadily on in the Ford plants. This policy of constant improvement is now giving further expression to new bodies to be presented by dealers throughout the United States, beginning next Tuesday morning."

It is stated that the new bodies are to have a number of conspicuous features, not the least of which will be gracefully sweeping lines and proportions usually associated only with custom coachwork, rather than mass production. Polished rustless steel will make its appearance in lamps, radiator shell, hub caps and cowl finish strip. Colors that have not been seen before in the Ford line will accentuate these new developments of the body builder's art. Fenders more generous in proportion and with an added sweep will make their contribution to the trimness and smartness of the car, and a lower and sleeker appearance will be immediately apparent.

Complete details of the changes made in Model A bodies were not given by the Ford company today. It was stated, however, that no change will be made in the prices of the various types.

The government's inquisitorial chambers to tell what he knew of the frauds which the government believes to have been perpetrated upon it in the acquisition of public lands. When the senator left the court room he was apparently nervous, but the investigation is ended so far as he is concerned.

Lay Sermons

"ESPECIALLY THE PARCLEMENTS"

"The cloak that I left at Troas with Carpus, bring when thou comest, and the books, especially the parchments." II Timothy 4:13
Paul is writing to Timothy from Rome. He has nearly reached the end of his life journey: "The time of my departure is come. I have fought a good fight. Luke alone was with him. He writes in expectation that Timothy, his beloved follower, will soon join him, and asks him to bring along Mark with whom he evidently had become reconciled, for he writes: "He is useful to me for ministering."

But this little verse from Paul's letter gives a sidelight on the man. When he left Troas (the country of ancient Troy in Asia Minor) he left some things behind with Carpus. Perhaps he forgot them. Perhaps he could not carry them with him. Perhaps he thought they might be useful to Carpus for the time. At any rate Paul left them and now in Rome he thinks of them, needs them, and does the very natural thing, he asks Timothy to bring them with him when he comes to Rome.

Of his cloak he knew nothing; its cut, its fabric, its tailoring—nothing is known of it. Nor do we know more of the books, what they were, who wrote them. Of the parchments we know only one thing: he prized them highly. Did he not mention "especially the parchments." His cloak he might not require, perhaps his books could be duplicated in Rome—but the parchments, ah, the parchments, do not, friend Timothy, forget to bring them when thou comest hither.

Paul's parchments; would that they might have been preserved. For we can fancy those parchments must have had material of vast importance to Paul and to the Christian church. Perchance those parchments were originals of some of the writings of the disciples, perhaps they were narratives of the first years of the church, perhaps they were some of those brief biographies of Christ, or copies of the sayings of Christ which Mark and the other gospel writers drew on for the material of their gospels. We may only conjecture what those precious parchments contained; but we can regret their destruction. For they have perished, perished with Paul's cloak and with his books. Perhaps Timothy did not fetch them, perhaps Carpus had thrown them in the fire. At any rate they perished, and only the allusion to them in the immortal epistle to Timothy proves that they ever existed.

The original parchments, if only they were available! For the earliest texts we now have are but copies of copies. Of the gospels there are many hundred early manuscripts in existence and no two of them are absolutely alike. Nearly all of them were copied some time in the period from the fourth to the tenth centuries. The originals are all destroyed, like the parchments which Paul longed for. The story of the manuscripts is a story in itself. There was Tischendorf, a German scholar, who sought through the old monasteries of Asia to discover some old, old text. At last,

in an ancient monastery near Sinai, he found some sheets of mouldering parchment in a basket ready to throw on the fire. They were a portion of the New Testament in Greek uncials (capital letters). The monks forbade him to search further and not until many years later, under the authority of the Czar himself did he gain permission to resume the search. At last after days of fruitless hunting, as he was about to depart, a Greek priest took him to his own cell and showed him an old Bible he had been studying. It proved to be the remainder of a complete New Testament, now known as the Codex Sinaiticus.

"Especially the parchments." Paul was a student; he had studied under Gamaliel in Jerusalem; his addresses show familiarity with Roman law and Greek philosophy. These parchments may have been studies from the pagan writers, but that is hardly probable so completely was Paul absorbed in the Christian tradition. Most surely they were parchments of the sayings of Jesus; that is why Paul cherished them. Like a true scholar he was satisfied only with the originals. Losing the originals, the church has flourished in darkness and bitterness and dissension.

Order the Oregon Statesman for one year and secure one of the North American Travel Accident Insurance policies for \$1.00.

EYE FACTS

It is a fact that many persons continue to wear old lenses long after they should be changed. And that many a person is right now suffering the penalty for neglected eye strain that a thorough examination of the eyes would reveal.

Every investigation of this subject that has been made has indicated that a large percentage of those who would be wonderfully more comfortable and better off in every way if their ocular defects were corrected, do not even suspect that the lack of proper glasses is the reason for their discomfort.

The conscientious reputable Optometrist advises people daily that they do not need glasses. This advice of course is given after the eyes have been examined, meaning that there are a great number of people who consult Optometrists to find out that their eyes are all right. Statistics, however, prove that there are a great host of Americans who are neglecting their eyes.

Out of this vast number we find that at one time their eye troubles could have been corrected very easily. But, having deferred having their eyes examined, they are in such shape that the correction of their defect is much more difficult and tedious than would have been had the case sought proper advice at an earlier date, so the old adage holds true about the ounce of prevention being worth a pound of cure. (Rights Reserved)



PARENTS—Make it your business to see that your boy enters without article of his handiwork or collection. Any boy can enter without cost and every boy should enter.

BOYS' EXPOSITION



OFFICIAL SEAL DESIGNED BY BRUCE COOLEY, SALEM
OPEN TO ALL SALEM BOYS
Sponsored by Kiwanis, Rotary, Lions club, Public School, Y. M. C. A. and Boy Scouts, for all boys who live in Salem
Entries Received Until Noon, December 30th

AN EXHIBIT OF THINGS AND HOBBIES MADE AND COLLECTED BY SALEM BOYS
THREE DAYS EXHIBITION
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DECEMBER 30, 31 - JANUARY 1st
SALEM Y. M. C. A.

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ELECTRICAL APPARATUS
CHESS, CRAFT
COOKING
SCHOOL WORK
AEROPLANE
LEATHERCRAFT

NOTE: If you have something you are proud of bring it along and exhibit it.
For detailed information call Ivan White, Secretary—Phone 2400
Admission: Children 10c—Adults 25c

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