

# The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"  
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## The Public Service Commission

THE public service commission has suffered an amazing lot of unwarranted abuse. It has been branded as a tool of the "power trust," as a minion of Wall street, as a conspirator against public interest. Meier proposes to abolish the commission entirely. Metschan and Bailey supply an implied rebuke when they propose to "strengthen" the commission.

But no one has come forward with a bill of particulars against the commission, either as to its personnel or its policies. What crime has the public service commission committed? In what respect has the commission been delinquent in its duty? Bald generalities may pass in the heat of a political campaign; but the critical mind will demand some specific charges or complaints against the commission before damning that body as it now so freely done.

The public service commission has carried forward some really constructive work in recent years. Looking over the field here in Oregon the commission observed that vast areas of the state were not served with lines of railroad. Believing that the state's development was being retarded through lack of transportation, it has been active in urging and in forcing railroad construction.

The public service commission initiated the proceedings for the building of the cross-state railroad, successfully prosecuted it before the interstate commerce commission, and is now represented by counsel in defending the commission in federal court.

The public service commission intervened in the Southern Pacific-Central Pacific case whereby the interests of this state were protected in the leasing of the Central Pacific by the Southern Pacific, which was followed by the building of the Natron cut-off.

The public service commission approved and recommended the building of the Great Northern south from Bend for a connection with Klamath Falls.

The public service commission recommended the extension of the Great Northern south from Klamath Falls to a connection with the Western Pacific for the erection of a new traffic lane through Oregon.

We are talking about state development. Where, we ask, has there been so much development in this state in the past decade as in railroad construction? And the public service commission has been a vital factor in promoting this development and fighting for Oregon's progress.

In the matter of railroad rates the commission has been very active. It secured substantial reductions on agricultural tariffs after the depression of 1921. It fought for and has defended the ten per cent differential in favor of Portland over Seattle on wheat shipments from points south of the Snake river. It has presented cases before the interstate commerce commission for reductions in transcontinental fruit rates, on hay rates, and on livestock rates, which cases are now pending before the interstate commerce commission.

In the matter of power rates, the commission some months ago announced reductions in the power rates charged by Pepco, the leading utility in the state. Recently it promulgated reductions in lighting rates for the same utility. In the matter of street car fares there was nothing it could do but permit the increase to 10c to take place; for the Portland rate experts themselves declared the rate would have to go into effect unless a new franchise could be adopted shifting some of the burdens from the company to the city.

A few months ago the commission issued an order greatly favoring the extension of rural electric lines by placing more of the burden of cost upon the power company.

Besides orders for rate reductions entered after formal hearings, the commission often secures rate adjustments without the expense of long hearings. Through the work of its rate engineer it has secured reduction or elimination of extra charges of the telephone company, like the one announced for today by which the "person-to-person" charge on "collect" calls is wiped out. Recently it obtained a revision downward of bus fares within Oregon. Yet the demagogues whose only desire is to hold a tar-and-feather party are continuously upbraiding the commission as the creature of the vested interests; and any person or paper that dares to speak a word in its defense is similarly branded.

The commission undoubtedly has made mistakes. Its staff and funds are limited so that it cannot pursue as vigorous and wide an investigation of all the utilities under its jurisdiction which it should. At some future time we shall discuss some points in which we believe utility regulation might be strengthened, both in law and in practice. But the Statesman wants to voice a protest against the contumely which has been heaped upon this body. It has suffered in silence; has been injured, to the abuse for it has been long continued. Oregon has persecuted its commissioners so relentlessly that they scarcely dare defend themselves. The members were periodically defeated or recalled with each fresh agitation against them.

The public service commission of Oregon is not a failure. It has rendered conspicuous service. Its members are men of character and probity. The chairman, Frank J. Miller, has spent his life in Oregon and is widely known and universally respected as a man of the highest honor and the highest standards of service.

The Statesman does not want to see the public service commission abolished because this paper believes in private ownership under strict state regulation. Portland is no more dominated by the power companies than it is by Meier and Frank, at the present time. We have no animosity toward municipal ownership; and in the case of waterworks have always believed in municipal ownership. But public ownership on a large scale throws too much temptation in the way of public officials, promotes bureaucracy, slothfulness and extravagance. In the ordinary administration of offices our cities and other units of government are constantly subjected to graft. Adding utility operation to the function of government simply multiplies the opportunities for graft, spoils of office, and political inefficiency.

The Statesman opposes Julius Meier for governor because his platform is nebulous, is unsound, and if carried out in the abolition of the public service commission would be a great backward step. Mr. Meier from training and experience ought to be well qualified to serve the state as a business administrator. But he chooses to run on a wretched platform of generalities which will not bear analysis, like this proposal to abolish the public service commission. To abolish the commission and repeal regulatory legislation of the state would be to play directly into the hands of the utility companies.

## HEALTH

Today's Talk  
By R. S. Copeland, M. D.

No greater affliction can come to man than loss of reason. When mental control is lost, direction of the body and its acts is gone. There is much alarm in the ranks of the medical profession today over the steady growth and complexity of mental diseases. The problem of the mentally defective is always a serious one.

The American Medical Association at its recent meeting, took action to bring about a more scientific handling of these problems. To further scientific investigation it was thought desirable to appoint a special committee. This will concern itself solely with psychiatric services in the criminal courts and prisons. It will cooperate with hospitals and other organizations in the care and treatment of the mentally ill. And at the same time an effort will be made to promote greater progress in the treatment of mental defects.

The efforts to deal justly and wisely with criminal offenders are often handicapped. They fail because some lawyers and judges do not have the same conception of the factors that lie behind an offense. Through a psychiatric service from periodic conduct, something more than mere penal treatment can be given offenders. A sharper line can be drawn between criminals and those suffering from mental disorders. By this service society will exercise greater protection against this type of offenders.

The mental hygiene problems of today are exceedingly complex. Mental troubles are far more prevalent than ever before. Life is more complex than it used to be. Many persons have difficulty in adjusting themselves to society and to the requirements of living. The health of the body and the health of the mind act and react on each other. If we are to be really happy our mental attitude must be health. Many physical disorders come from mental ideas.

Worry drains away a large store of nervous energy. Many sorts of mental conditions or attitudes bring about real disease. By simply correcting one's attitude of depression, irritability, cynicism and dissatisfaction with life in general one can bring physical well-being. Then, of necessity, the mental life will be transformed.

Very often there is no real health breakdown until there is a mental breakdown. Our mind is a mental breakdown. Our mind is very malleable, but we must exert some control over our thinking. Happy is the man who is capable of directing his thinking wisely. The surest guarantee is a strong normal body.

Answers to Health Queries  
L.H.M. Q.—Yellow oxide of mercury harmful to the eyes?  
A.—No.

A Reader. Q.—What will remove tattoo marks?  
A.—I would advise that you consult a skin specialist. The X-ray and the electric needle are often used.

H.P. Q.—Is olive oil good for dry hair?  
A.—Yes.

S.L. Q.—What causes one's face to feel hot all the time?  
A.—Have your temperature tested.

## Yesterdays

Of Old Oregon  
Town Talks from The Statesman Our Fathers Read

October 1, 1905  
The Mission furniture factory will soon begin operations on Court street. Steg, Carnes and company will operate the factory.

Portland—Just 85,183 persons attended the Lewis and Clark exposition, when Portland day was celebrated.

The Willamette football team met Stanford university at Palo Alto yesterday afternoon and was defeated by a score of 12 to 0. Although Stanford had the better team, Willamette made a better showing than sport followers expected.

Two hundred people attended the reception given for Willamette university students at the Epworth League of the Methodist church.

Dr. B. H. White is a new physician in the city, and has taken rooms in the new Breyman building.

## Visitors Come From Idaho to Scotts Mills

SCOTTS MILLS, Sept. 30 — Cecil and Bernice Reed and Mary Kelo of Cambridge, Idaho visited Miss Reed's aunt, Mrs. C. W. Johnson, and her family Wednesday.

Doris Hogg who is attending high school in Salem, visited her parents, Mr. and Mrs. W. T. Hogg over the weekend.

Beatrice Amundson, who is teaching in Stayton high school, visited her parents, Mr. and Mrs. J. N. Amundson over the weekend.

## Mrs. Cameron is Back From North

SILVERTON, Sept. 30—Mrs. Gertrude Cameron arrived home Monday night from Canada where she had accompanied the body of her father, William Slade, who died at Salem in August.

## AT LEAST ONE GOOD FEED



## "GIRL UNAFRAID" By GLADYS JOHNSTON

Ardeh works in a shop and is being wooed by Neil Burke. Her home life is far from pleasant. She lives with an aunt and a snooty girl cousin. Neil is all right until she spies a "swell" riding a horse. Neil chides Ardeh jealously. The next day Ardeh sees a picture of Ken Gleason, the man on the horse, in the rotogravure section and her heart thumps. But Ardeh comes to earth with the usual bickering with Bet about stockings. Jeanette Parker calls at the store where Ardeh works and offers the latter a job in the "swell" shop she is starting. Ardeh accepts. Neil objects to Ardeh's plans and they have a row. Ardeh meets Ken when he visits the shop. Shortly after, knowing that Jeanette had left for the day, Ken calls at the shop, feigning that he had planned to drive Jeanette home. He asks Ardeh to go instead. Next day, Ken plans a foursome of Ardeh, Jeanette, his friend, Tom Corbett, and himself. Jeanette and Tom are unable to go, so Ken is alone with Ardeh.

CHAPTER 10  
Across the bay from San Francisco the Alameda, consisting of stretches itself to the south in a vast salt marsh. An empty, fascinating country, brooding under eternal silence. The only inhabitants are lonely little wooden shacks stuck up on stilts in the mud, used for shooting parties. A small wooden ark, anchored on the edge of the innumerable sloughs which cut the flats into a grey picture puzzle.

Half hidden in the saw-grass on the edge of one such slough was the houseboat which Ken and Tom Corbett called their duck shack. Most of the time it lay blanketed alone in the sunny stillness—so deserted that gulls and coots and even the wild ducks had come to regard it as part of the landscape.

But today the bird life had fled in panic. The mud hens had waded away in scandalized agitation and seagulls had a knowing air as they circled its roof. The warped little ark had been invaded by a tall laughing fellow and a slim girl in a sport dress.

A golden day on the marshes. A day undreamed with a thrilling sense of drama.

"Glad you came, Moth?" Her look was his answer.

When Ken had told of Jeanette's absence, desolation unbearable had swept Ardeh. She was like a disappointed child. Her lovely day—her beautiful day—snatched away at the last minute!

Then came angry rebellion. She'd go with Ken anyway! Suppose there were but the two of them? People weren't prying about such things any more! She would go—she would!

They were defiantly gay coming over on the ferry boat, thrilling to a daring sense of romance. Blue sky—blue sky—and the sun gleaming on the man's uncovered head. There was a little crease in his thick hair where the hat brim had pressed a crease which would just hold her finger, thought the girl dreamily. Then she had given a little startled jerk at the thought and would not tell him why she laughed.

This golden day dropped into her lap, far removed from the other gray days of the week. Nothing mattered—Aunt Stel's nagging—Neil's jealousy—Cecile Parker—not a care in the world which would put the worldly gulf between them again. Nothing mattered, while she was here with Ken on this golden day!

The thrilling sense of intimacy deepened when they left the boat and turned from the city. The country road they followed gave way to a saltcracked track winding through the salt marsh. Wide sky—wide flat—the blue car creeping along with Ken and herself.

## BITS for BREAKFAST

By R. J. HENDRICKS

Two biggest things: They were embraced in the less than 30 minutes in which United States Senator L. McNary talked to the members of the Salem Chamber of Commerce and visitors at the luncheon on Monday.

The quiet matter of fact way in which Oregon's senior senator greeted the fellow townsmen and old friends probably made some of them think they were listening to a neighborly and intimate talk rather than having related to them what was in the nature of a report of progress on three of the biggest things now before the people of Salem, those of the Willamette valley as a whole, and the population of the entire state.

Senator McNary talked of the proposed canalization of the Willamette river; that is, its improvement to the point of preparing the stream for a boating and giving still water at all seasons all the way up to Salem, thence to Albany and Corvallis and Eugene, and perhaps a short distance beyond. Senator McNary through his committees and his long experience in congress is in a place of authority and power at Washington, and, having put his hand to the plow, there is no turning back.

He told his hearers that it is as natural and necessary that the Willamette river should be improved and made navigable the whole 12 months as it was to go improve the Ohio river at government expense. Of course it is. The matter has been allowed to lag far too long, and must and will be prosecuted to a finish; to a time when we will see the heavy freight of this valley carried by water—putting in effect a possible wharf site on both banks all the way up, connecting with all the world's deep sea ports by waterborne traffic; with only a slight climb for transferring cars on to the harbor of Portland to ocean going vessels.

More than this, the same process of improvement will control the flood waters of the river in times of winter and spring freshets. It will mean the harnessing of the river and its tributaries for hydro-electric power. And still further, it will help the movement for providing irrigation in the dry months for every thirsty acre of the Willamette valley.

The same will be true as to the Columbia and its tributaries. It will make that second greatest river in the United States navigable; it will render it easy to be harnessed for power and light; it will help put the water on the lands that need it for irrigation, and it will control its flood seasons.

"No drop of water should be allowed to run idly to the sea," said Senator McNary, "without contributing to the economic necessities of the people." These projected improvements, for which bills are pending, introduced by Senator McNary, are properly in the province of the congress of the United States. Because the Columbia is an interstate stream. And because the Willamette is a navigable river, or can with a comparatively low cost be made navigable the year through.

Senator McNary also told his neighbors and friends about his bill, introduced on the suggestion of Col. Carl Abrams, secretary of the state board of control, and at the behest of the members of the senate for acting aside for the use of the state for a state so as to provide a fund, perhaps \$30,000,000 to \$50,000,000 to build capitol buildings on spacious grounds provided here in Salem for the purpose—after the manner of the magnificent grounds and buildings of the state of Washington at Olympia; and providing Oregon with the best facilities in the west for the transaction of its commonwealth activities.

Senator McNary talked of this almost as "fait accompli," as the French call a thing accomplished. He said his bill calls for no unreasonable thing, for the United States owns in its forest reserves, Indian reservations and other public lands 62 per cent of all the area of Oregon. Therefore it would be nothing more than fair that the parent government should allow the government of this state a basis of income sufficient to properly house, for all time, its various activities as a commonwealth business. Senator McNary said he believed the matter may be forwarded to a successful conclusion.

That should have been enough to send all the individuals of the large crowd of listeners on Monday on their way with open hearts, for Salem and her future, for the Willamette valley and its coming great development, for the state of Oregon as ultimately one of the brightest stars in the galaxy of the union.

The canalization of the Willamette river will give a higher selling value to every ton of freight produced by the industries on the land and every bale and bundle and every box and package fashioned in its factories large and small in our cities and towns—a higher value, because it will save something on every article of the whole volume on freights—on the charges that must be met in getting things from producers to consumers.

The Willamette valley will not fill fast with the coming 10,000,000 and more people who will eventually have homes and employment within its borders, until there is available water for irrigation here of all the lands needing such artificial rain in the dry and growing months. And there will be no call for so complete a canalization and controlled in order to make it available the year and through for carrying the raw and processed and manufactured products of the land. River improvement is therefore the primary need.

Railways, roadways, always and waterways—these are all natural and necessary arteries of commerce. But the primary and chief one is waterways. The other three, so far as the best minds of the world can now see, will always be more expensive in construction, maintenance and operation than is necessary in the case of water borne transportation. The charges will therefore be the smallest, and the competition is the most open.

There are many great developments in various lines ahead for the Willamette valley. But every one of them will be hastened and made more vital and stable and enduring by the boat and barge lines that will follow the providing of still water in the Willamette river throughout its course.

That is fundamental, and will likely always be, to the end of the chapter. Not a stone should be left unturned in making smooth the road to its accomplishment.

## CARROLL NOMINEE OF NEW YORK DRYS

NEW YORK, Sept. 30—(AP)—The conference of dry organizations of New York state held a three-hour secret meeting Monday at which plans were formulated for the support of Professor Robert P. Carroll of Syracuse university as independent candidate for governor.

The petition for Prof. Carroll already has been circulated and probably will be filed at once, naming him as gubernatorial candidate of the "law preservation party."

After the meeting, which was presided over by Fred E. Victor, state superintendent of the anti-saloon league; Mrs. D. Leigh Colvin, state president of the W. C. T. U., said that in backing an independent candidate the republican drys did not feel they were splitting from the republican party.

"We feel," she said, "that we are real republicans."

Representatives of the dry organizations who attended the secret meeting, said afterwards that there has been entire harmony and that a spirit of optimism prevailed. Some of them even predicted a Carroll vote of 500,000.

Mrs. Colvin said the drys would not put a full ticket in the field, but in a few instances would probably run dry candidates against wet republicans.

Stegers Back To Visit With Pratum Friends  
PRATUM, Sept. 30.—Mr. and Mrs. A. Stegers and children and Mrs. F. Fischer from Portland were visiting with relatives here Saturday and attended the state fair. They returned to Portland Sunday afternoon.

A. W. Powell was filling his silo Tuesday.

Several families from here attended the Haystack district convention at Clear Lake last Sunday.

Grange Women Called to Make Corn Show Plan  
NORTH HOWELL, Sept. 30 —The president of the Grange H. E. club, Mrs. A. L. Cline has called a meeting of all the women at the Grange hall this coming Thursday afternoon, October 2.

The Grange corn show to be held in the hall soon, needs much planning and actual work, so a good attendance is urged.

It has also become necessary to build a fence around the grange property and this also needs consideration.

Mrs. Towe Head At Bethany; 45 Pupils Attend  
BETHANY, Sept. 30—Monday, the beginning of the second week of school at Bethany, there were 45 pupils in attendance. Of these seven were beginners. Mrs. C. J. Towe is the principal of this school and Mrs. Stewart McClure is the teacher in the primary department.

Mrs. Towe is for the present staying with her sister, Mrs. Clara Lowe at Silvertown. Mrs. McClure is living at her home in the Brush Creek district.

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