The distributed in anterior (land, and south in the light state of the land, and

COUNTY EMPLOYES

EYEING 'NEW DEAL

Marion county courthouse em-

loyes are making quiet inquiries

about the "new deal." It seems

that for years a 48-hour week at

the courthouse has prevailed.

44-hour week with Saturday af-

ternoons off, the long week con-

tinued at Marion county's head-quarters. But when the NRA 40-

hour week program came out, clerks and officials at the court-

The 48-hour week continues

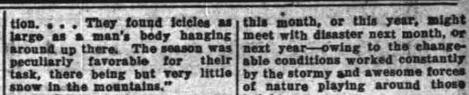
and the clerks grind on through

quietly so.

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, September 10, 1933

PAGE THREE

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heights.

Youth Happy in Andorra

Pleased with their victory in gaining the right to vote, young that Mr. Cross was ahead of him men of Andorra, Europe's smallest country, are planning big on the perilous trip, cutting steps for their footing with his big things for the nation as soon as hunting knife-and that he was they get into power. For generathey get into power. For generaglad to be second man in the dan-gerous exploit. And, though he tions only heads of families might was younger in years) than now, cast ballots in the election of the council general, which i the An-

Cartridge Found Later It is believed that the next two families" meant, in general grandparties climbing to Jefferson's fathers. Even though their sons highest pinnacle were composed of and grandsons might have home Marion county people. On July and families of their own, they 14, 1897, Major Charles E. Rob- couldnt' vote while the old men were alive. The younger men re-belled recently. They descended Miss Helen Hibbard, of Silverton, in a body on the building in which climbed to the summit-and they the council general was sitting, refused to leave until they got it. the new voters are expected to wrest control from the older ones

and eventually rule the country.

\$3000 LIFE PROTECTION FOR \$1.00 Ages 1 to 70

mountain that is the only promi- E-17 is offering to men, women "From this they could see the nent one still bearing its original and children, between the ages of whele of eastern Oregon, but the name, in what was first known as 1 and 70, a new Life Protection clouds obscured the valley so as the Presidents' Range. Some of Membership Certificate without to allow only a partial view. They this matter will appear, a little medical examination, for \$1, later, in the Bits for Breakfast which pays \$1000 for death from any cause, \$2000 to \$3000 for ac-

cidental death. SEND NO MONEY. Just your name, age, name of trepid pioneers, and given wide BENEFICIARY, and a Life Certrepid pioneers, and given wide dissemination then, in Salem. Portland, San Francisco and other newspapers, ought again to be thoroughly impressed upon the general public. The buyons are, that Mt. Jefferson is at any time days Free Inspection. NO AGENT WILL CALL. If you decide to keep it, send only \$1 to put your pro-tection in force for about 45 days a dangerous mountain to scale, to ______ then about 3c a day. If not you -Adv.

the long Saturday afternoons Farmer and E. C. Cross, both of but there are murmurs of dis-content. The outcropping of the movement against the long work-ing week may come at the county compared with those who have budget meeting where some em- reached the summits of the other ployes are considering making a noted mountains of Oregon. Both public statement of their protest. the Clackamas and Santiam rivers By far the greatest number of find their sources near the base county workers earn less than of Mt. Jefferson, which presents \$35 a week, wages which under NRA necessitate that the work-ing week do not exceed 40 hours. a formidable exterior of sheer snow, dangerous crevasses and jagged promontories that excite admiration and awe. . . . The wintry storms pile up huge ever changing snow drifts, which an-nually obliterate the route tra-PEGASUS PUSIER UP

versed by mountain climbers." The Statesman of Friday, August 17, 1888, contained a news item (written by the writer here-of), which read in part as fol-

Mounted on an automobile oe in Salem Tuesday.

GENERAL GAS COMES

The poster, of 24-sheet design, accomplished last Sunday mornshows the great red flying horse ing, thus doing away with the uni-Pegasus, symbol of the com- versal belief that the thing could pany's new General Four-Star not be done. Accompanied by it.

"They were dressed in ordinary clothing and suffered severely Washington last week and this what is termed the 'summit,' the from the cold. Their fingers beweek it is visiting all of the highest point ever reached before, came completely benumbed sevprincipal cities on the Pacific at 10 o'clock, having traveled up eral times, and the utmost exer- the topmost pinnacle; and that a owe nothing. So write today. the south slope. Here they found tion could not start the perspira- | party that might be successful

By R. J. HENDRICKS I two bottles containing the names Under the heading, "Mt. Jeffer-of those who had preceded them in the past, some of which could ner's History of Oregon (latest not be read, but those of Hon. When the statehouse went to a edition), one may find these lines: John Minto, John Waldo, John "It (Mt. Jefferson) was the last Scriber, L. M. Yates, Don Smith and George A. Peebles were plain-ly legible. At this point began of the snowy peaks in the northwest to surrender its topmost point to the explorations of the mountain climber. On the appar-ent summit of Mt. Jefferson is a the real difficulties of the trip."

Ray Farmer, Ed Cross First

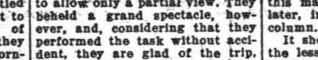
Scaling Jefferson, Feat of 1888 Recorded by Statesman

Cut Footholds "They crawled around to the house were rebellious-although pinnacle approximately. 700 feet

west side of the mountain and in height that thwarted the amcommenced the perilous ascent up an almost perpendicular height of fully 250 feet; part of the way brittle, scaly rock and the re-mainder solid ice, on all of which footholds had to be cut to admit bition of prospective elimbers until August 12, 1888, when Ray L. lin and Miss Musa Geer, of Saof progress. A slip at any time would have sent them to eternity, lem, and Pearl Blackerby and for there was nothing to impede their descent for a mile down the there found the cartridge left by demanded the right to vote, and mountainside.

E. C. Cross. "They discovered, also, when Od Thursday, August 5, the they had reached what appears same year. Major Roblin went to from the 'summit' to be the high- the summit, accompanied by est point of the pinnacle, that Judge George H. Burnett, Lem they were still 50 feet below it. | Gates, J. H. Collins and C. E.

"They were without pencil or Neal. An account of this trip ap-paper or other ordinary means of peared in The Statesman of Aurecording their arrival at the gust 8, 1897, written by Judge nearest point to heaven at which | Burnett; afterward chief justice. they had ever been, so they left a rifle cartridge sitting up on what written of these perilous pioneer Hollywood, Calif.:-The Ali Am-was then their perch, a little exploits and incidents connected square place about the size of a with them and the region of the Street, Hollywood, Calif., Dept: kitchen table.





OREGON NORMAL TO

REOPEN ON MONDAY

Buildings Repaired; Expect

Unchanged Attendance;

All Teachers Return

MONMOUTH, Sept. 9 --- Ore-

gon Normal school will reopen

Monday, September 18, with its plant in good condition due to

improvements totaling several

thousand dollars expenditure which are now in progress. The

administration building is getting

the most attentions with re-en-

forcements made to the founda-tions; auditorium and other rooms being mainted and tinted-in a double color scheme; and re-

arrangement featured in the en-

trance hall. The music hall has

been reshingled and will be

equipped with a new furnace. Re-

shingling is also being done on

parts of the training school and

President Churchill says the

preliminary estimates of atten-

dance at opening of school indi-

cate about the same number as

In the training school all teach-

ers will return: Miss Lucille Wall, first grade; Ruth McClure,

second grade; Catherine McEwan,

third; Neva Dallas, fourth; Dora

Scheffskey, fifth and sixth; Phe-

be Butler Cox, seventh; Florence

Beardsley, eighth grade, and principal of building.

An innovation will feature the

opening of Monmouth high school

which has begun on a Monday

in former years, but this year

registration and first assign-

Friday, September 21 and 22, in

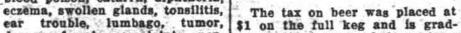
order to permit students who are

ments will occupy Thursday and

gymnasium.

last year.

No matter with what you are afflicted, our wonderful herb treatment will positively relieve influenza, diseases of the throat, the council passed an ordinance heart, kidneys, liver, stomach, imposing a stamp tax on beer piles, asthma, chronic cough, weakness, constipation, dizziness, neuralgia, headache, appendicitis, rheumatism, arthritis, neuritis, last April as an emergency measblood poison, catarrh, diphtheria, ure.



work. Teachers are all re-elected: F. M. Roth, principal, Miss Edith Clark; J. C. Blevens, J. A. Cox and Alfred Allen.

DALLAS APPLIES

BEER STAMP TAX

Reich Honors Hindenburg

or disorderly. At present Kersey's restaurant, the Blue Garden, the Rex cafe, Nusom's pool hall, and Watson's pool hall have licenses to serve creamery have retailers' licenses.

DALLAS. Sept. 9 - Dallas followed the lead of the Salem

issued in Lisbon, Portugal. This is

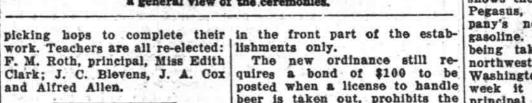
sold here. The new ordinance supplants the original adopted

tainers. council last Monday night when

WINE PRODUCTION GROWS

over the presious year, and is

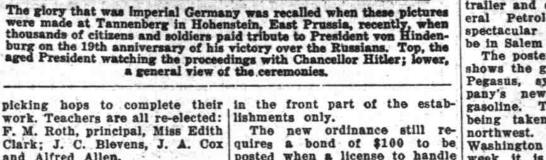
year totaled 3.850,000,000 gallons, according to official figures



beverage in the original con-

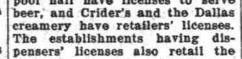
Wine produced in the world last

an inc

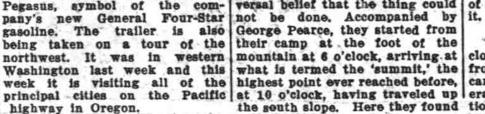


posted when a license to handle beer is taken out, prohibits the sale to minors, and forbids the sale to people who are intoxicated

Ford Motor Bompany. Dearborn Nich



"Ed. C. Cross and Ray L: raller and operated by the Gen- Farmer, of this city, are entitled eral Petroleum corporation a to the honor of being the first to spectacular traveling poster will scale the extremest heights of



Mount Jefferson, which feat they

of money to tempt them to repeat Suffer from Cold

column. It should be added, now, that but it would take a large amount

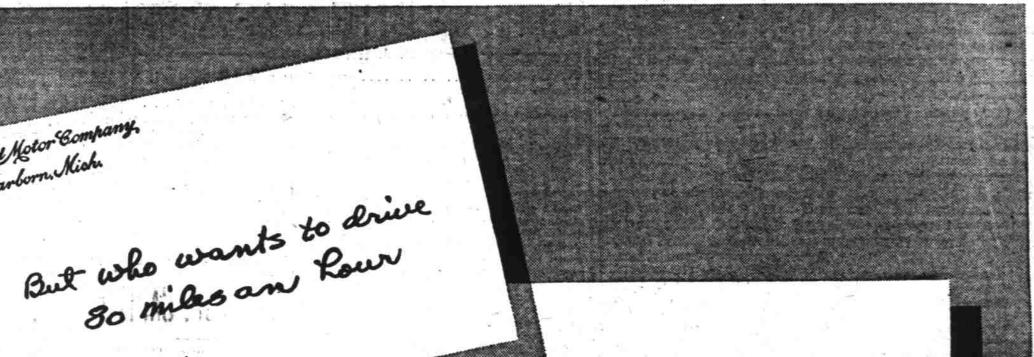
the lessons learned by these in-

E. C. Cross was the father of Curtis B. Cross of Salem, one of the chiefs of the Valley Packing

company, and Ray L. Farmer is at the head of the Ray L. Farmer

Hardware company of this city. Mr. Farmer recalls most distinctly

once was enough.



dropsy, female complaints, nervousness; all disorders disappear without operation.

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21 Years of Service

NE

FOR YOUR

APPROVAL-

usted down to one-half cent on slightly larger than the total in the pint pottle. The stamps are 1930. The following increases to be affixed by the wholesaler at were shown during the year: Italy, the time of delivery. The former 242,000,000 gallons; Algeria, 55, license fees for retailers and dis-000.000 gallons; Tunisia, 17,600, pensers of the beverage were un-000 gallons; Bulgaria, 2,200,000 changed in the new ordinance. gallons; Australia, 600,000 gal lons. Amounts of decreases shown Another change made Monday

are: France, 220,000,000 gallons; was to allow restaurants to serve beer at the counter with bona Spain, 13,200,000 gallons; Ausfide meals but prohibits the sale tria, 8,000,000 gallons. Producat a fountain in restaurants or tion remained at about the same pool halls. The new ordinance level in Rumania, Portugal, Aralso allows pool halls and card gentina, Chile, Yugoslavia and rooms to serve beer at tables Germany.

FALLSHOWING of Women's Shoes There's a new note in shoe styling-a distinct tendency toward higher lines-this mirrors the dress theme of higher necklines and higher millinery. A notable

example of this new effect are

the ties illustrated here.

In Calf, Kid, Suede,

Reptile and Novelty

Grains

The Ford V-8 will go 80 miles an hour. But how many people wish to drive 80 miles an hour?

Henry Ford Dearborn, Nich.

Hardly any. The speed is there for another purpose. If a car is to be alert and comfortable and economical at 50 or 60 miles an hour, it should be capable of going faster than that.

A car, like a man or a horse, should have reserve power to do ordinary things well, without showing strain or effort.

When you drive at your usual moderate rate, and yet to keep up that rate your car runs at nearly its top speed, you are not getting an easy ride and your engine is not doing an easy job. It is wearing itself out.

That is why the Ford V-8 is built to precision standards and engineered to do 80 honest road miles (not speedometer miles) an hour - so that it might go 60 or 70 miles an hour all day with the utmost ease, and with no strain on car or driver. Let us add, and without excessive use of gas and oil.

It is the margin between what you have and what you use in an engine that makes for comfort, longevity and economy.

It is much safer and far more economical to run 60 or 65 miles an hour im a car built to do 80, than it is to run at the same speed in a car built to do 65 or 70. There will be no excess noise - no overheating - no heavy laboring - no straining mechanism - because there is power in reserve.

The benefits to the customer of having a Ford V-8 able to do 80 miles an hour, are numerous. In the first place, such a car must be extra strongly built. It must have a better steering gear. It must be perfectly poised and balanced. Its wheels, springs, axles, frame and brakes must be of the finest strength and design.

In the second place, a car thus built for the higher speed ranges proves most alert in the lower speed ranges. In traffic it is not speed you want so much as quickness. You want instant response and quick acceleration. The high speed reserve of the Ford V-8 gives you that.

The advantages of a high speed car are not in the speed alone. You may never drive at high speed. Few people do. But to make speed possible, the car must be built to last longer, to run smoother, and to use less fuel.

Everything must be up to the 80-miles-an-hour standard to give you superlative performance at the lesser speeds.

September 8, 1933

Henry Ford

