

## OREGON NORMAL TO REOPEN ON MONDAY

**Buildings Repaired; Expect Unchanged Attendance; All Teachers Return**

MONMOUTH, Sept. 9 — Oregon 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 attention with reinforcements made to the foundations; auditorium and other rooms being painted and tinted in a double color scheme; and rearrangement featured in the entrance hall. The music hall has been resingled and will be equipped with a new furnace. Resingling is also being done on parts of the training school and gymnasium.

President Churchill says the preliminary estimates of attendance at opening of school indicate about the same number as last year.

In the training school all teachers will return: Miss Lucille Wall, first grade; Ruth McClure, second grade; Catherine McEwan, third; Neva Dallas, fourth; Dora Scheffsky, fifth and sixth; Phoebe 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 assignments will occupy Thursday and Friday, September 21 and 22, in order to permit students who are

## Reich Honors Hindenburg



The glory that was Imperial Germany was recalled when these pictures were made at Tannenberg in Hohenstein, East Prussia, recently, when thousands of citizens and soldiers paid tribute to President von Hindenburg on the 19th anniversary of his victory over the Russians. Top, the aged President watching the proceedings with Chancellor Hitler; lower, a general view of the ceremonies.

pickling hops to complete their work. Teachers are all re-elected: F. M. Roth, principal, Miss Edith Clark; J. C. Eblevins, J. A. Cox and Alfred Allen.

## DALLAS APPLIES BEER STAMP TAX

DALLAS, Sept. 9 — Dallas followed the lead of the Salem council last Monday night when the council passed an ordinance imposing a stamp tax on beer sold here. The new ordinance supplants the original adopted last April as an emergency measure.

The tax on beer was placed at \$1 on the full keg and is graduated down to one-half cent on the pint bottle. The stamps are to be affixed by the wholesaler at the time of delivery. The former license fees for retailers and dispensers of the beverage were unchanged in the new ordinance.

Another change made Monday was to allow restaurants to serve beer at the counter with bona fide meals but prohibits the sale at a fountain in restaurants or pool halls. The new ordinance also allows pool halls and card rooms to serve beer at tables

in the front part of the establishments only.

The new ordinance still requires a bond of \$100 to be posted when a license to handle beer is taken out, prohibits the sale to minors, and forbids the sale to people who are intoxicated 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 beer, and Crider's and the Dallas creamery have retailers' licenses. The establishments having dispensers' licenses also retail the beverage in the original containers.

## WINE PRODUCTION GROWS

Wine produced in the world last year totaled 2,350,000,000 gallons, according to official figures issued in Lisbon, Portugal. This is an increase of 7,000,000 gallons over the previous year, and is slightly larger than the total in 1930. The following increases were shown during the year: Italy, 242,000,000 gallons; Algeria, 55,000,000 gallons; Tunisia, 17,000,000 gallons; Bulgaria, 2,200,000 gallons; Australia, 600,000 gallons. Amounts of decreases shown are: France, 230,000,000 gallons; Spain, 13,200,000 gallons; Austria, 3,000,000 gallons. Production remained at about the same level in Rumania, Portugal, Argentina, Chile, Yugoslavia and Germany.

## COUNTY EMPLOYEES EYEING 'NEW DEAL'

Marion county courthouse employees are making quiet inquiries about the "new deal." It seems that for years a 48-hour week at the courthouse has prevailed. When the statehouse went to a 44-hour week with Saturday afternoons off, the long week continued at Marion county's headquarters. But when the NRA 40-hour week program came out, clerks and officials at the courthouse were rebellious—although quietly so.

The 48-hour week continues and the clerks grind on through the long Saturday afternoons but there are murmurs of discontent. The outcropping of the movement against the long working week may come at the county budget meeting where some employees are considering making a public statement of their protest. By far the greatest number of county workers earn less than \$35 a week, wages which under NRA necessitate that the working week do not exceed 40 hours.

## PEGASUS POSTER OF GENERAL GAS COMES

Mounted on an automobile trailer and operated by the General Petroleum corporation a spectacular traveling poster will be in Salem Tuesday.

The poster, of 24-sheet design, shows the great red flying horse Pegasus, symbol of the company's new General Four-Star gasoline. The trailer is also being taken on a tour of the northwest. It was in western Washington last week and this week it is visiting all of the principal cities on the Pacific highway in Oregon.

## Ray Farmer, Ed Cross First Scaling Jefferson, Feat of 1888 Recorded by Statesman

By R. J. HENDRICKS

Under the heading, "Mt. Jefferson," on page 258 of J. E. Horner's History of Oregon (latest edition), one may find these lines: "It (Mt. Jefferson) was the last of the snowy peaks in the north-west to surrender its topmost point to the explorations of the mountain climber. On the apparent summit of Mt. Jefferson is a pinnacle approximately 700 feet in height that thwarted the ambition of prospective climbers until August 12, 1888, when Ray L. Farmer and E. C. Cross, both of Salem, Oregon, reached its apex. Since then others have climbed Mt. Jefferson, but they are few compared with those who have reached the summits of the other noted mountains of Oregon. Both the Clackamas and Santiam rivers find their sources near the base of Mt. Jefferson, which presents a formidable exterior of sheer precipices, forbidding ridges of snow, dangerous crevasses and jagged promontories that excite admiration and awe. . . . The wintry storms pile up huge ever-changing snow drifts, which annually obliterate the route traversed by mountain climbers."

The Statesman of Friday, August 17, 1888, contained a news item (written by the writer heretofore) which read in part as follows: "Ed. C. Cross and Ray L. Farmer, of this city, are entitled to the honor of being the first to scale the extremest heights of Mount Jefferson, which feat they accomplished last Sunday morning, thus doing away with the universal belief that the thing could not be done. Accompanied by George Pearce, they started from their camp at the foot of the mountain at 6 o'clock, arriving at what is termed the 'summit,' the highest point ever reached before, at 10 o'clock, having traveled up the south slope. Here they found

two bottles containing the names of those who had preceded them in the past, some of which could not be read, but those of Hop, John Minto, John Waldo, John Scriber, L. M. Yates, Don Smith and George A. Peables were plainly legible. At this point began the real difficulties of the trip. "They crated around to the west side of the mountain and commenced the perilous ascent up an almost perpendicular height of fully 250 feet; part of the way brittle, scaly rock and the remainder solid ice, on all of which footholds had to be cut to admit of progress. A slip at any time would have sent them to staminate, for there was nothing to impede their descent for a mile down the mountainside.

"They discovered, also, when they had reached what appears from the 'summit' to be the highest point of the pinnacle, that they were still 50 feet below it. "They were without pencil or paper or other ordinary means of recording their arrival at the nearest point to heaven at which they had ever been, so they left a rifle cartridge sitting up on what was then their perch, a little square place about the size of a kitchen table.

"From this they could see the whole of eastern Oregon, but the clouds obscured the valley so as to allow only a partial view. They beheld a grand spectacle, however, and considering that they performed the task without accident, they are glad of the trip, but it would take a large amount of money to tempt them to repeat it.

Suffer from Cold "They were dressed in ordinary clothing and suffered severely from the cold. Their fingers became completely numb several times, and the utmost exertion could not start the perspira-

tion. . . . They found icicles as large as a man's body hanging around up there. The season was peculiarly favorable for their task, there being but very little snow in the mountains."

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 that Mr. Cross was ahead of him on the perilous trip, climbing steps for their footing with his big hunting knife—and that he was glad to be second man in the dangerous exploit. And, though he was younger in years than now, once was enough.

Cartridge Found Later It is believed that the next two parties climbing to Jefferson's highest pinnacle were composed of Marion county people. On July 24, 1897, Major Charles E. Roblin and Miss Musa Geer, of Salem, and Pearl Blackerby and Miss Helen Hibbard, of Silverton, climbed to the summit—and they there found the cartridge left by E. C. Cross.

On Thursday, August 5, the same year, Major Roblin went to the summit, accompanied by Judge George H. Burnett, Lem Gates, J. H. Collins and C. E. Neal. An account of this trip appeared in the Statesman of August 5, 1897, written by Judge Burnett; afterward chief justice. A great deal more might be written of these perilous pioneer exploits and incidents connected with them and the region of the mountain that is the only prominent one still bearing its original name, in what was first known as the Presidents' Range. Some of this matter will appear, a little later, in the Bits for Breakfast column.

It should be added, now, that the lessons learned by these intrepid 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 lessons are, that Mt. Jefferson is at any time a dangerous mountain to scale, to the topmost pinnacle; and that a party that might be successful

this month, or this year, might meet with disaster next month, or next year—owing to the changeable conditions worked constantly by the stormy and awesome forces of nature playing around those heights.

## Youth Happy in Andorra

Pleased with their victory in gaining the right to vote, young men of Andorra, Europe's smallest country, are planning big things for the nation as soon as they get into power. For generations only heads of families could cast ballots in the election of the council general, which is the Andorran parliament. And "heads of families" meant, in general grandfathers. Even though their sons and grandsons might have homes and families of their own, they couldn't vote while the old men were alive. The younger men rebelled recently. They descended in a body on the building in which the council general was sitting, demanded the right to vote, and 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

Age 1 to 70 Sent Free for Inspection Hollywood, Calif.—The All America Association, 6380 Yucca Street, Hollywood, Calif., Dept. E-17 is offering to men, women and children, between the ages of 1 and 70, a new Life Protection Membership Certificate without medical examination, for \$1, which pays \$1000 for death from any cause, \$2000 to \$3000 for accidental death. SEND NO MONEY. Just your name, age, name of BENEFICIARY, and a Life Certificate, fully made out in your name, will be sent to you for 10 days Free Inspection. NO AGENT WILL CALL. If you decide to keep it, send only \$1 to put your protection in force for about 45 days—then about 3c a day. If not you owe nothing. So write today. —Adv.

## When Others Fail



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*Ford Motor Company, Dearborn, Mich.*

*But who wants to drive 80 miles an hour*

*Henry Ford Dearborn, Mich.*

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

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 in 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.

*Henry Ford*

September 8, 1933

## FOR YOUR APPROVAL—

### FALL SHOWING 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*

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