

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe" From First Statesman, March 28, 1851

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The 70-Car Train Limit

If there is any line of business which is down on its luck it is the railroad business. So it has been for some years, and it is rapidly getting no better. The depression caught it with a vast plant but inadequate business. The result is that a good many railroads are in bankruptcy, others headed that way fast, sustained only because of RFC loans. Of the roads serving the northwest the Union Pacific is the only one paying dividends, and last year failed to earn that. The Southern Pacific barely took in enough to pay expenses, taxes, and bond interest; and the same with the Great Northern and Northern Pacific while the Milwaukee reported another big deficit.

The pertinence of this is the 70-car limit bill which has been introduced into the legislature, which is just another bill to cripple the railroads by increasing their expenses. It is sponsored by the railway trainmen as a safety measure; but since statistics show there are very few accidents now in train operation in Oregon, it is fair to conclude that the real purpose is simply to cut up the long trains and make them into short ones and so provide more jobs. We like the railroad engineers and conductors but to pile up burdens on their employers now seems unreasonable, like kicking a person when he is down.

The railway workers are getting restored their 10 per cent wage cut, and that will cost the railroads into the hundreds of millions of dollars. In addition they have gotten congress to adopt a pension law which further increases the expense of the railroads. So serious is their present plight that Joseph B. Eastman, railway coordinator, always a friend of railway labor, says:

It seems perfectly clear to me that it is no time to add to railroad expense, and that labor will suffer if this is done. Take legislation, also, like the full-crew bill or the train-length bill. Perhaps they can be sustained on the ground of safety, although I think you will agree that this is, at least, debatable. But as mere "make-work" measures, what will they do to the railroads in their competition with the trucks and boats and all the other competitive agencies? Has railway labor anything to gain by putting such a handicap on their own form of transportation?

Mr. Eastman is correct. The proper course for railway employes is to do all they can to lower company expenses and increase efficiency so they can compete better with other forms of transportation. This done they might attract back to rails traffic now diverted, and by increasing the volume of tonnage provide more work for labor.

The bill pending in the Oregon legislature would limit freight trains to 70 cars and passenger trains to 14 cars. While it is true the railroads do run some very long freights, it is also true they run some very short trains, just to maintain service. Frequently in Salem we see trains with eight or a dozen freight cars, which are keeping up service on the branch lines. Some years ago the railway employes got a bill passed requiring what was called a "full crew" for operating trains, which was based in part on the complaint that trains were much longer than formerly. While now they are trying to cut up the long freights to make more jobs, there is no disposition to relax the requirement for "full crews" on these stubby freight trains which could be operated easily and safely with fewer than "full crews".

The state legislature should realize that the railroad problem is now essentially a national problem, that Pres. Roosevelt through his coordinator, Mr. Eastman, is seeking a wise solution to a very hard problem. It should await decisions in Washington. Certainly it should not pass this bill limiting train length in view of the decisive opinion of Coordinator Eastman in the matter.

We confess a partiality and regard for railroading. We like to see trains puffing by, loaded with freight and with passengers. We like to see railway workers fully employed, and the companies prosperous. Under present conditions there must be concessions which will restore railway health; and the railway workers should realize that their welfare lies in maintaining the rail systems as efficient and financially healthy, or more business will be lost, which simply means more jobs lost.

Italy Threatens Abyssinia

ITALY'S ultimatum on Abyssinia (Ethiopia) is not unexpected. Following the recent Franco-Italian agreement it was evident that France had given Italy a free hand in expanding her African colonies at expense of the ancient kingdom of Ethiopia. France ceded to Italy the strategic peninsula between the Red sea and the Gulf of Aden, and a share in the railroad which leads from the coast toward Adis Ababa, the capital of the kingdom. Italy has followed the customary pattern of wars of conquest by magnifying or starting "border clashes" and then submitting an ultimatum containing humiliating terms. Abyssinia, it is stated by her Rome envoy, will reject the terms and stand her ground. With a million brave black warriors in their mountain lairs they feel ready to meet the picked armies of Mussolini.

Italy will hesitate before plunging into real war with Abyssinia. She remembers the battle of Adowa in 1896 when the natives defeated the Italian army commanded by Col. Bartieri. Then King Menelek's men killed 4500 Italians and 2000 native troops and took prisoners 2500 of whom 1600 were whites. So it will not be surprising if King Haile Selassie, king of kings (negus negusti), son of Solomon, lion of the house of Judah, etc., musters his men to defend their tight mountain passes.

Abyssinia is one of the oldest of nations. Its kings trace their ancestry back to Queen Sheba's famous visit to King Solomon. While nominally Christian in religion, the country is primitive. Located between the Egyptian Sudan and the coastal region bordering the Red sea and Gulf of Aden, it is a land of high mountains and plateaus, the source of the Blue Nile. It is one of the most inaccessible regions in the world. Until about forty years ago its medium of exchange was the Maria Theresa coin, bars of rock salt and cartridges. Even now it is only semi-civilized, its king an absolute despot.

Pooh-bah a Piker

AMONG those who will be eager to see NRA continued are the 7000 employes under the Blue Eagle at Washington and the great body of code authorities in all the industries of the country. Many of them have found business real good in these perilous times. The Chicago Daily News tells about one versatile code expert who undoubtedly will not want to see the blue eagle insignia removed:

"The columns of Federal Service News reveal another of the remarkable cases of Blue Eagle versatility.

"Aw, quit worryin' and sit down!"



Bits for Breakfast

By R. J. HENDRICKS

Movements for more markers and monuments:

There comes to the Bits man's desk a letter from Merlie Gilliam, assistant curator of the Oregon State college museum, saying a movement is starting at Corvallis to add in securing historic markers in Oregon. Miss Gilliam is a descendant of Col. Cornelius Gilliam, noted Oregon pioneer.

That is a field of service that has been too long and too much neglected in this state.

Miss Gilliam says Prof. Fairbanks, head of the art department of Oregon State, and chairman of the museum committee of the college, has had recent contacts by mail with the Oregon Trail association.

The work of which takes on a nation wide scope, and the managers of which desire an active organization in Oregon.

The Oregon Trail association, sponsored heartily by Ezra Meeker, chief of the trail blazers, while he was alive and active, has succeeded in having markers and monuments erected at many points along the Old Oregon Trail. They stand as perpetual reminders of the colorful and glorious past of the Oregon country, and of its predestined great future.

The board of trustees of the Oregon Historical society at its last meeting took notice of a movement for the restoration of a number of historical buildings

throughout this state. This is a matter that is having more general attention than ever before, taking in nearly all sections of Oregon.

It would be a good idea to have a list of the projects made up, in order that all may in time have attention, and that some that by passage of time might be entirely overlooked may not fade out of the picture. The writer notes a few, in the list that follows:

The Joseph Gervais house, place of the famous "wolf meeting" and the Spanish (California) events of history, many important events of history. The first grist mill in present Oregon, built by Welch Hauxhurst for the Jason Lee mission. Site of the first Catholic church west of the Rockies and north of the Spanish (California) line, built in 1836 at a point west of the St. Paul Catholic church of the present, which is the first brick church erected in the territory named.

There are many more, like the first and second homes erected for white people on the site of Salem, still standing, but which will no doubt eventually be taken care of by the people of this city and Willamette university and the Methodist church.

Site of the Astor fort, the building erected for the Oregon institute and place where the first book was written west of the Rockies and north of the Spanish line, etc., etc.

The above are just a few hints. There is the Gervais house, the residence west of the Rockies and north of the Spanish line. Its south wall forms the line between Yamhill and Polk counties. The old house is thus in Yamhill county, and keeping it in repair and the edge of the property and easily accessible place of historic interest ought to be a Yamhill county project.

Should there not be a central place of contact and inspiration for all such projects in Oregon, the Oregon Historical society headquarters in Portland? The D. A. R. did a splendid piece of work in this line in marking the graves of the men who were listed as voting in the affirmative on the question at its meeting, the annual meeting of May 2, 1843. That organization has in contemplation other work along the same line.

There can be no more important endeavors than these, calculated to give the people of Oregon a sense of history and place in the sun; to inspire them with the superiority complex that is rightfully theirs. Said Macaulay:

"A people that take no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered by their descendants."

Dallas Debaters And Independence Divide Contests

DALLAS, Feb. 12. — Dallas high school affirmative debaters won 9 to 0 from Independence here Friday afternoon while the negative Dallas team was lost 7 by the same score to Independence there. In the debate here, Mr. J. W. Water and Mary Staats appeared for Dallas; and Robert Egan and Robert Farner, Dr. Independence. Judges were Dr. Schuelke, Garfield Barnett and David Moser.

At Independence, the Dallas debaters were Howard Campbell and Albert Klassen.

VISITING WARD HAYESVILLE, Feb. 12. — Mr. and Mrs. Howard Arthur of Los Angeles are visiting his uncle, E. J. Ward.

'THE LADY DANCES' By Marge Stanley

CHAPTER XXX Shene and Hong were leaning on the bar together. Shene nodded as he entered, removing an odorous pipe from his mouth. "Leaving tomorrow?" he said. "Yes," answered Mark shortly. "We'll be sorry to lose Vanya," said Shene, with a yellow-toothed smirk. "We'll be sorry to lose her," he repeated. "Something in Mark's voice suggested Shene's use of the girl's name. "She'll be happier in the States," he said. "Doubtless—doubtless!" rumbled Shene. "This is a hard life for a girl." Mark passed on, and mounted the stairs. Vanya's door was closed; he rapped softly on the panel, and entered at her low reply. She was sitting on the bed, engaged in her interminable mending; she looked up gravely as Mark entered. Without a word, his mood of romance still upon him, he stepped to her side, leaned over her, and kissed her. His arms stole about her shoulders; she held him tightly to her for a moment. "Dear Mark!" she said very softly as she released him, and he stood erect. It was then that he noticed what garment she had been mending—the loose crimson blouse that was a part of her dancing costume. "Vanya!" he said. "Why bother to mend that? You'll have no more use for it here." "A ship comes in tomorrow," she replied, still gazing at him with serious eyes. "I shall have to dance." "No, honey! Whether you've promised or not, about the dancing, you won't have to dance here tomorrow night. You've forgotten that the mail packet sails day after tomorrow. Tomorrow we go here to Taulanga; I've ordered a prau to take us." "I haven't forgotten the mail packet, Mark." "Then why bother mending that? Well, be gone before evening." "We won't," said Vanya. "I'm going to dance tomorrow." "I'll tell you we'll be gone before evening." "You will, Mark. I can't go through with it." "Go through with it! Vanya, what do you mean?" "Our bargain," she said gravely. "Mark, I can't do it! I'm not going!" DEPARTURE DAY "She won't get away with it!" muttered Mark, finally giving up the attempt to sleep as dawn lightened his windows. He swung out of the rumbled bed and set about the routine of dressing. Vanya had, of course, brooded fruit spoiled too quickly to warrant keeping, but he had hoped for a pineapple. He tore four of the brown bananas from their cluster, and slipped into a paper bag from the bar; they'd do for breakfast and lunch, should his prau prove lengthy enough for two meals. He stepped from the door of the Dining Room, and into the blinding sunlight of full tropical day. Gulls were gathering on the beach; their raucous squawks sounded familiarly pleasant to him—he had heard the sound on a island after island for many months. The island of the cove itself was almost glassy in its calm, but beyond the point, in the open Pacific, small rollers rolled in the morning light. Behind him, the Tongatabu, with their mystery, gloved emerald; he turned and glanced up at them toward the village where he and Loring had watched the dance of the virgins. There was, of course, no visible sign of that settlement; nothing but lush jungle stretched from the edge of the clearing to the top of the highest visible hill. Loring was sprawled on his side beneath his tree, apparently asleep; save for his presence the clearing was as deserted as the bar-room. Mark had just quitted, and nearly as quiet. He walked quietly across the clearing, past the unstrung beach-comber, and along the broad white path to the play. He had followed before, on the walk they had taken together. He passed the great fallen tree they had clambered over, and he passed, far beyond the coral

NEBRASKA FARMER WRITES OF PLIGHT

ZENA, Feb. 12.—Mrs. John Honey, who came here recently from Nebraska, received a letter from her nephew residing at Verdell. He said that farmers there were discouraged because of the cold, dry winter conditions, which does not look promising for next season's crops. It was 15 degrees below zero about two weeks ago and had been much colder. The young man stated that he receives three days work a month, amounting to \$7 from Humane relief, for himself, his wife and baby, which is all he has to clothe and feed them. The government is planning to furnish small grants to farmers, which does not look promising, but they give back 50 per cent when the crop is harvested.

Johnston Clears Ground on Ranch East From Lyons

LYONS, Feb. 12.—G. F. Johnston has finished clearing quite a patch of ground on his farm east of Lyons. The clearing adds much to the appearance of the place and the new ground is fine soil.

Mr. and Mrs. Carl McGhee, her mother and nephew spent the weekend with relatives at Corvallis. Mrs. Cowen and Frank will remain in Corvallis, while the McGhees are to leave this week for an extended stay in California, where they have property interests.

Hall in Arlington For Funeral Rites; Will Move Shortly

SILVERTON, Feb. 12. — Rev. and Mrs. C. J. Hall were called to Arlington Monday where Rev. Hall was to deliver the funeral services for a former parishioner. The Halls had the Arlington

Methodist church call prior to coming to Silvertown. Rev. and Mrs. Hall expect to move to their new home in the city within a week or early next. They have been living on South Water street since their house was burned the ground before the 1-lidays.

Mrs. W. L. McGinnis was called to British Columbia Monday to be with her mother, Mrs. Mutch, who was reported as having suffered a stroke. Mrs. Mutch has visited in Silvertown many times and has formed many friends here.

Spelling Match is Feature of School Society Gathering

OAK POINT, Feb. 12. — Oak Point school society held its February meeting Friday at the K. K. and Mrs. Hugh Rogers chairman of the program committee. An old-fashioned spelling match featured the entertainment with Mrs. R. A. Alderson's side winning. The next meeting will be March 9.

Johnston Clears Ground on Ranch East From Lyons

Mr. and Mrs. Ellis Luterbacher were hosts to the Octo '500' club Saturday night when Tour tables were set for a play with Leonard Peterson winning high score and Mrs. Tom Ottinger low.

Birthday Occasion For Surprise Fete On Mrs. H. Ralph

SUBRILITY, Feb. 12.—A number of friends gathered at the Harry Ralph home Saturday evening to surprise Mrs. Ralph on her birthday. Those present were Mr. and Mrs. Irvin Schumacher, Mr. and Mrs. N. W. Kremer, Mr. and Mrs. Joe Robi and Yolanda, Mr. and Mrs. S. J. Starr and Inez, Very Ralph, Vincent Starr and Mr. and Mrs. Harry Ralph and family.

The Christian Mothers will sponsor a card party Wednesday night at the Forester hall.

FRANK COOKS GIVEN FAREWELL SURPRISE

PLEASANT VIEW, Feb. 12.—Mr. and Mrs. Frank Cook were pleasantly surprised Saturday night when a number of neighbors and friends gathered at their home to bid them good-bye as they are leaving shortly for southern Oregon to make their home. It was also Cook's birthday anniversary and she was given a handkerchief shower.

Mr. and Mrs. William Fisher have rented the Frank Cook farm and took possession Sunday, February 10.

Farmers are very busy with their spring plowing and seeding. Some have been making gardens and planting flowers. Walter Miller is pruning his large prune orchard.

Bernita Jones and Darby Take Prizes, Hard Times Affair

VICTOR POINT, Feb. 12.—Arbor day was observed Friday in the school, the pupils giving a program under the direction of the teacher, Miss Eleanor Paddock.

Miss Bernita Jones of Salem and Ivan Darby were winners of the prizes offered for the most suitable costumes at the hard-times dance given at the Union Hill school on Saturday night.

Year's day, is improving and ready to sit-up a short time each day. VISITORS AT AIRLIE AIRLIE, Feb. 12.—Mr. and Mrs. James Welch of Beaverton spent Sunday with Mr. and Mrs. Frank Cooper. Other visitors were Mrs. Fred King of Bond and Mrs. Harry Dixon at the G. B. Williamson home; Miss Gladys Young of Chitwood with her sister, Mrs. C. W. Tartar.