

The Oregon Statesman

"No Favor Sways Us; No Fear Shall Awe"
From First Statesman, March 23, 1851

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An Oregon Formula for America

It was an Oregon voice which was heard throughout the length and breadth of the land on Tuesday; a typically Oregon voice for all that it has been heard more frequently in the senate chamber at Washington, DC, than in Oregon for almost a quarter of a century. And if there is no such thing as an "Oregon accent"—as The Statesman maintained in commenting some years ago upon the objection of a British MP to American voices in British movie theatres—still there is an Oregon point of view, an Oregon formula for America based upon this state's pioneer tradition, which deserves to be heard in the discussion of America's current problems.

And because a distinguished son of Oregon has labored wisely, shrewdly and conscientiously in the interests of the entire nation and has gained national recognition for that service, it has come about that the nation listened on Tuesday to the Oregon formula for America, and will listen several more times in the coming weeks to its amplification in relation to particular issues.

In the notification ceremonies honoring Senator Charles L. McNary, republican candidate for vice-president, as significant of the Oregon viewpoint as the address itself were the statements which the huge Oregon audience selected for their most strenuous applause. These were, for the most part, those portions of the address which emphasized freedom and independence—freedom from federal interference, independence of federal largess. Th Oregonian of today dislikes paternalistic assistance as much as he dislikes paternalistic control. He likes to be his own boss and make his own way.

It has been the contention in publicity supporting the opposition to the Willkie-McNary ticket, that these two men have endorsed the new deal—which is passing strange when it almost simultaneously contended that they represent "the forces of reaction." Still a third criticism has it that the two, Willkie and McNary, disagree upon certain important issues. Each of these contentions is superficially true and fundamentally false.

Both Willkie and McNary have endorsed certain isolated new deal measures—in so far as they do not interfere with human freedom. In endorsing them, they have made the reservation—that they shall be so administered as not to interfere with human freedom. They are "reactionary" in the sense that they would return to a scheme of things which recognizes the principles of human freedom. And they may disagree about some unimportant things, but they are in agreement upon this fundamental issue—that government shall not interfere with human freedom.

They are in agreement; but on Tuesday it was Senator McNary's turn to give expression to this principle and express it he did—ably and in a manner that reflected the Oregon viewpoint, the Oregon formula for America. The nation listened on Tuesday to the voice of Oregon.

The Joint Defense Board

Canadian-American joint defense, most people will agree, is one of the necessities imposed on the peoples of the two nations not only by common cultural and social ties, but also by every possible geographic argument. A Canada dominated by a foreign power, in whatever way, would be unthinkable for the United States; and a United States forced to admit foreign sovereignty would mean the total eclipse of Canadian independence. The latter is not nice to think about, and will probably never come about; the former requires more steady judgment.

The talk has been, since the Battle of France and the retreat of the British forces to their homeland, of the flight of the British government to Ottawa should the island itself be overrun; from there the cabinet would attempt to hold together the commonwealth of nations which is now leagued with the mother country in prosecuting the war. The implications of such a transfer of authority are of course clear; nor is the least of them the fact that a Canadian government acting as the leader of the whole British empire would almost inevitably draw the United States into active participation in the conflict.

In this light the establishment of the joint Canadian-American defense board, recently agreed upon between the president and the prime minister, is of especial importance. In normal times, even in time of war when Canada was not immediately threatened, such a board would have a relatively routine nature, and would seek to solve a problem in international affairs which would in large part be academic.

Not so now. The possibility of transfer of the heart of the British empire to Canada is too imminent to permit anyone to believe, least of all the president, that the work of the joint defense board will be in any sense hypothetical or unreal. The effect of the board, in fact, is to seal the bond between the two nations, but to do it in a way which is peculiarly left-handed under the circumstances.

The board itself has no absolute power; in this country it has no congressional sanction, and its activities are not even subject to congressional control. Under the executive authority it is to deal in the most vital problems of national defense, yet without having any clearly understood legal foundation. What the status of the Canadian counterpart of the American delegation is has not been stated; but excellent probability exists that it has at least treaty-negotiating powers, which is more than one can say for the American members.

Trend to Suburban Residence

Salem's experience with the census was exceptional. This city led all medium-sized cities in the Pacific Northwest in percentage of population gain, yet did not come up to the expectations based upon ratios of school attendance, utility expansion and other factors.

Portland had to scratch hard to show any increase; its experience was fairly typical, not only for the northwest but for the nation as a whole. Out of the nation's 25 largest cities, eight actually lost in population—within their corporate limits—and few recorded the gains to which they had been accustomed in past decades.

As has been pointed out here previously, this does not in most cases reflect an actual loss or stagnation. As in the case of Klamath Falls—or Salem for that matter—each of these communities is able to say with pride, "wait till you see our suburbs."

The Urban Land Institute affiliated with the National Association of Real Estate Boards is concerned about the trend to suburban residence, insisting that it is injurious not only to municipal finances—a problem discussed more than once in this column—but to downtown business interests, mortgage holders and real estate owners.

The institute believes that things can be done about it and is launching an intensive study in ten of the nation's principal cities. It proposes to check up on such irritants as traffic congestion, the parking problem, danger to pedestrians, nuisances such as smoke and noise, faulty zoning, excessive construction costs due to building codes and other remediable causes, excessive land values, premature subdividing of suburban areas, and the tax situation.

Undoubtedly the study will have value, even if only from the informational standpoint. It may point the way to remedial action which may be effective—to some degree. All of the irritants mentioned exist; doing something about them is another matter. If the study serves merely to cause some real thinking about municipal taxes and finance, it will be worthwhile.

But it is our conviction that the institute's best efforts, given the fullest cooperation after the findings are in, will

Bits for Breakfast

By R. J. HENDRICKS

A teacher wants a history of Salem for seventh and eighth grade pupils; why Salem?

(Continuing from yesterday.) The Oregon Institute building, that had been the mission Indian manual labor school and had served many uses, as hereinafter related, was burned December 27, 1873. One of the greatest old time social events in Oregon was the grand ball at the dedication of the Willamette woolen mill on the night of November 17, 1857. Second Lieutenant Phillip H. Sheridan was there, and so was every other high military character in Oregon and Washington, and the social elite from every direction. The ball was in the great waterroom of the mill with hundreds of candles around the walls. Coal oil lamps were yet to be invented; electric lights undreamed of.

Overland stage drivers were among the prominent passengers on these days. Every boy wanted to grow up to be a stage driver. The overland stage barn was at the southwest corner of Liberty and Ferry streets, where the Salem armory is now. The next station south was on the Looney place, which was an important depot for hay and oats, and the next one north was Waconda, the "city that was God," the name meaning God in one of the Rocky mountain Indian languages. The 1873 directory shows two telegraph offices in Marion county—at Salem and Waconda. They were the news centers.

But the railroad passed up Waconda, with its brewery, its leading old time physicians and its charming streets. Now it is one of many Oregon "ghost" towns.

December 7, 1870, ended the overland stage days for Salem, when all the wagons, all the horses and the harness and other equipment went south following the progress of the building of the Oregon & California (present Southern Pacific) railroad. That railroad reached Roseburg in the late fall of 1872, and went no further for 10 years. This writer saw, in 1887, Billy Carr, famous stage driver, take the last overland stage south over the hill out of Roseburg, accompanied by a brass band.

Streets in old time Salem were deep mud in winter and dirty dust in summer. In the first few years of automobiles, beginning with the turn of the century, around 1900, a trip in one of the new contraptions for traipsing left one an aching, aching, aching in need of soap and water.

Finally, in the year 1907, Salem had three blocks paved, with bitulithic or blacktop treatment; Court street from Commercial to Church; 158 feet, the blocks being 330 feet and the streets 10 feet wide. Why not 100 feet for the blocks? Because the early surveyor, I. N. Gilbert, had only a chain 66 feet; a chain and a half was 99 feet. The first automobile came to Salem in 1902; the Ol Man's, brought by Otto J. Wilson. The first Ford came to Salem in 1903, bought by H. S. Gile and W. T. Jenks.

In 1908, Salem added a mile or more of paved streets, and was the only city in the old pack processes, which are being constantly improved; to say nothing of dried and dehydrated products of orchard, field and farm. But Salem had no cannery up to 1890. The leading spirit in that enterprise was S. S. Wallace, later deceased, father of Dr. Wallace, prominent in many enterprises of Salem. The Salem Canning company was incorporated Feb. 8, 1890, and soon thereafter the Willamette Valley Fruit company was organized on the same ground, 12th street, opposite the Kay Woolen mill, and they had large outputs in that year, 1890. Those pioneer plants were taken over later by the California Packing company, which also has the great plant opposite the Southern Pacific passenger depot on 13th street, the two institutions being links in the far flung chain of Del Monte concerns, reaching around the world.

At Salem was erected the first of all highway bridges across the Willamette river, in 1886. The relay was due to the great profits made by men and companies owning the Salem bridge, which was washed away at 20 minutes to 2 o'clock on Monday, February 2, 1890, in the great flood of that year, and a ferry at once took its place. But immediately work was forwarded on a new bridge, which was finished ready for use December 28, 1890. Came the automobile age, and the auto truck with its heavy loads, and the second bridge was soon carrying more than was safe; especially after 1915, when it had passed the age of 25 years.

So, upon the demand of The Statesman newspaper, then followed by many citizens, and soon by experts, the second bridge was declared unsafe, and finally officially condemned.

So the present beautiful steel bridge across the Willamette at Salem, the third "wagon" bridge at the same site, was dedicated July 30, 1918, when a crowd of 20,000 participated. The largest number in uniform ever on the streets of Salem were in the procession.

not stop the trend toward suburban residence. Rapid transportation has made commuting possible for workers in most of our cities, large and small. So long as it is possible for these workers to live in the country, it is bound to appeal to more and more of them as time goes on. They are finding that uncontaminated air, room for living and recreation, soil upon which to raise part of the family's food, a wholesome social atmosphere, freedom from city hazards and irritations—all are to be found just outside the urban area. And that is why the Urban Land Institute is not going to be able to stop this trend to suburban residence—because the trend is right!

Harvest Time in Africa

IS YOU ALL HAVIN' TROUBLE, MISTAH DOOCHAY



"Flying Blind"

Chapter 16 Continued

Tex pouted another drink for Dick. "You'll get another ship. I can talk to your dad."

"He's in Chicago on business, Judith. I'm scared he'll hear about it before I have a chance to tell him. I ducked out here with Tex to hide tonight."

"What about your mother?" Judith asked.

"She's in Chicago, too." "Don't worry. Everything will be all right."

Dick shook his head. "There's one thing, though, I'll never be afraid of a ship again—for I know I can always leave it if things get too tough."

They went to dinner when Judith called and enjoyed a gay evening.

Tex was in a gay mood, telling stories of his early days of flying when he and Lee finally said to the elevator with the two boys when Dick spoke, mentioning that "vacation."

When the two boys had said good night, Tex and Judith walked back to their apartment in silence. Judith went to the kitchen to mix himself another drink. "Just a night-cap, Lord, I'm tired!"

Judith did not speak of Dick's remark about the coming vacation. Instead she asked Tex about his.

"Guess I got a worse crack than I thought. Doc says I can't go back to work for another week or two. He wants me to take a vacation."

Tex avoided her eyes. "It would be a good idea. You've had a difficult month."

Judith kept calm, determined not to make another scene.

"Dic says I need rest and quiet. He finished his drink. 'Guess I'll turn in.' He was nervous."

under Judith's calm. Then he added, trying to be flippant: "Saw your boy friend today. He had Doc's report."

Tex was having a difficult time of it. Judith did not help him.

"Dad's a good egg. He understands fliers." Tex still watched Judith's averted head. Then, since Dick had broken the ice, he made the plunge. It was better to get it over quick. He took a deep breath.

"Dudley thought I ought to fly to the coast. It's still good weather out there."

His words fell on the electric silence of the room.

"He got an OK for my passage, west of Chicago."

Judith began to empty ash trays, pick up glasses and newspapers. Not a word about her going.

"Guess I'll turn in. I've got a lot to do if I'm to get off tomorrow afternoon." He went, closing the bedroom door behind him. Left alone Judith stood in the middle of the living room, an ash tray clenched in her hands.

So it wasn't over! He'd seen Sonia at the club! This was her idea! For Judith knew Sonia was going west immediately. Judith could not cry. She was beyond tears. Wearily she continued the job of straightening up the apartment.

Methodically she began to wash the glasses and silver. It was better than lying sleepless, thinking. She wanted to run away from her thoughts. But she persisted.

Judith had never been to California. She had always wanted to go and Tex, who loved the west, had always promised that some day they'd go together. How could he!

She tried to be fair about the whole thing. Tex could have gone to Florida. That would not have hurt her so. "But maybe he should be away from her for a time. She was willing to concede that. But to go to join Sonia after all his promises was too much."

What should she do? She pondered the question. In the morning she might ask him to take her. But her pride would not let her do that. Two weeks alone in the apartment!

She could not go to her mother, not with things the way they were. (To be continued)

Today's Garden

By LILLIE L. MADSEN

Mrs. R. M. S.—I would plant all the same variety of trees for the driveway. Birch is nice for this. So is the ash. You say that you have been advised not to plant any kind of maple here? I have seen some very large, beautiful maples in the valley. I don't know why you shouldn't have a Norway maple if you like it.

There are a number of different kinds of maple that do well here. The chestnut trees also do well, although they are as subject to disease as many of the other trees. The health of a tree depends so much upon how vigorously it is kept growing. If you look at the enormous maple tree growing in front of the Dr. Keene home at Silverton, or the beautiful row of chestnut trees across the street in front of the H. W. Preston home, also at Silverton, one would think that any tree ever were failures here.

Catalpa trees are nice shade trees, but in these you have the fangs of the pod which fall in the autumn. Some of the oak trees are very lovely. I like the scarlet oak. It has the pretty red leaves in autumn and it also does well here. The tulip trees are greatly admired. They grow a little hesitantly sometimes, but a first two years but they begin to grow rapidly. They must have good drainage.

If you wish small trees, there are a number of flowering crabs, some and cherry trees. There are some good Hawthorn trees that are lovely in spring for their red flowers and are nicely shaped the entire summer through. Have you thought of the Linden tree? It is a very pretty shade tree. There are some nice specimens growing at home. It grows well and comparatively rapidly. There is also the dogwood. Some of the white dogwoods make good shade trees. Also they are beautiful both in spring and autumn when in bloom. You may notice that the native ones are in bloom now again. There are a number towards Silver Falls State park all in bloom for the second time.

The locust trees are good, but you have to watch them for succors, or you may have more than you want. The red bud is pretty but it grows rather slowly. The habit of growth of the red bud has been likened to that of an apple tree. The tree seldom reaches a greater height than 40 feet. The sweet gum tree also does well here. You may notice about evergreen. If you have much space, why not plant one of the evergreens? And don't forget that the English beech tree is also worth having in the garden. If you would let me know a little more about the size and color of your space, I might be able to help you further.

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News Behind Today's News

By PAUL MALLON

WASHINGTON, Aug. 27.—Defense commission has been teasing figures galore to the headlines, ripping about a million thousand planes on order or the verge of it, pointing fingers at congress because the orders are not developing faster.

The truth is there are fewer fighting planes on hand in one armed service today to defend this nation today than there were when Mr. Roosevelt demanded that at least 50,000 as soon as possible.

Cold figures come in a trustworthy way suggesting the developments between the day Mr. Roosevelt spoke, May 16, and the last officially calculated date of plane deliveries, August 6, bore these actual facts in the bag. The navy air force shrank 70 planes short of the number of useful ships it had ready to take the air in May. Deliveries were that much slower than the growth of obsolescence among craft on hand. While the army is eager about calculating these deficiencies, the accumulation of obsolescence in the same period, its air fleet is much larger and therefore it has obviously suffered more than the navy.

The granting of certain priority rights to British orders may have accounted for the direction of the fact, but whatever the reason, the fact remains indisputable that United States air defense is not as strong today as when Mr. Roosevelt spoke.

If you will cut through the fog of the official commission figures on planes that have been ordered, you will find little hope for cheering yet about the future.

The commission made its figures look grand by calculating the number of planes on order August 17, against June 2, when it took over. That is all right for publicity purposes of the commission, but not for a full accounting of defense progress.

Using the same period as for deliveries (the date Mr. Roosevelt demanded 50,000 and the last thoroughly calculated date, August 6), you will find the following situation on orders:

The army awarded contracts for 56 fighting ships, all large type bombers, and the best in the world. In addition it ordered 1237 training ships not for use as fighters.

The navy placed orders for 1635 planes in the same period, of which 700 are to be fighter pursuit ships. The remaining 935 are trainers.

But the actual number of fighters for which orders were placed is 756—a long way from the 1,100 plane program for which the army alone considers essential for defense before June, 1941 and still further away from the 50,000 goal of Mr. Roosevelt.

The reasons contributed officially are confusing. The commission's publicity man implies congress is to blame because it has not acted swiftly on the last \$4,800,000,000 appropriations bill. This is a very inconsequential truth, because neither the army nor navy has used up all the money they previously received.

While the commission likewise points at congress for causing revision of contracts to curtail the number of plane manufacturers, congress is pointing at the White House for demanding an excess profits tax in connection with legislation clearing the tax amortization bottleneck, and everyone is pointing at the industry for being bewildered.

To a deft observer, the only thing that seems quite clear is that ordinary governmental red tape has beset the program at every point. And no one has been able to control sufficient force to cut it through.

Another division of the defense commission which is having its troubles is the consumer protection unit headed by Harriet Elliott. There is not much consumer protection to be done yet, but in taking the initial steps, Miss Elliott has tried to advertise upon some exceptionally priced toys of the new deal economists in other governmental departments. They grumble that her consumer unit is only duplicating their work as returned sales of her consumer folk assert the food and retail people have been looking the other way when cooperation is asked. Their pledge against price increases will be sought in a meeting definitely arranged for August 30—in case they attend.

Red Cross Funds' Use Is Explained

Much Sent to China for Bomb Victims; all Materials Checked

The Marion county chapter of the American Red Cross has announced that \$10,000 was sent last week to Chungking, China, to relieve suffering there of Chinese victims of the aerial bombing. The relief money is being spent in taking the direction of American Ambassador Nelson T. Johnson. There has been some controversy as to where the war supplies have been going and if they have been sent to the right sources.

The Red Cross announced an additional contribution of \$20,000 to be used in the maintenance of hospitals for refugees and war wounded in Finnish-controlled Finland. The American Red Cross has shipped \$393,172 worth of purchased supplies to Finland recently. Heavy knitted garments, clothing and surgical dressings valued at \$116,000, made by women volunteers in Red Cross chapters throughout the United States, have also been shipped.

The Red Cross emphasizes that war relief material intended for war stricken victims is checked under Red Cross supervision before it is sent and is sent only to those for whom it is intended.

End of Spending For Exposition Unless Approved

State Budget Director Dave Eccles on Monday wrote Mrs. Mabelle Marble, in charge of Oregon's exhibit at the San Francisco world's fair, that she would not be allowed to spend any more money unless the expenditures first received the approval of the state world's fair commission.

Eccles told Mrs. Marble he was "concerned about the condition of the world's fair finances inasmuch as they have been a considerable number of substantial expenditures which were not budgeted, but apparently made solely on your initiative."

Bids Are Called For PO Lights

Specifications for lights to be erected on each side of the front steps leading to the postoffice were received this week by Postmaster H. R. Crawford. Bids are being called for and installations should start about the middle of September, the postmaster said. The entrance to the postoffice at the landing between the first and second flight of steps, will be similar to those on the sides of the main entrance door, which are concrete with marble facing and with bronze light holders at the top.

Radio Programs

These schedules are supplied by the respective stations. Variations noted by listeners are due to changes made by the stations without notice to this newspaper.

- 10:30—Fletcher Wiley.
- 10:45—My Son and I.
- 11:00—Society Playhouse.
- 11:15—Martha Webster.
- 11:45—News.
- 12:00—Festive Kitty Kelly.
- 12:15—Myrt and Marge.
- 12:30—Hilltop House.
- 12:45—Supper.
- 1:00—By Kathleen Norris.
- 1:15—Beyond These Valleys.
- 1:30—Singing.
- 1:45—Scattergood Baines.
- 2:00—Young Doctor Malone.
- 2:15—Hedda Hopper's Hollywood.
- 2:30—Joyce Jansen.
- 2:45—The World Today.
- 3:00—Hills of Aspin.
- 3:30—Newspaper of the Air.
- 4:00—K.O.H. Roadmaster.
- 4:30—Star Theatre.
- 4:45—Gleaner's Orchestra.
- 5:15—Pulse Affair.
- 6:00—News of the War.
- 7:00—James J. Andy.
- 7:15—Jenny Ross.
- 7:30—Dr. Christian.
- 7:55—News.
- 8:00—Adventures of Mr. Meek.
- 8:30—Question Box.
- 9:00—The Saturday Evening News.
- 9:30—Baker Theatre Players.
- 10:00—Five Star Final.
- 10:30—Hearst.
- 11:00—Jantzen Orchestra.
- 11:30—Manny Strand Orchestra.
- 11:55—News.

- 8:30—Sunrise Serenade.
- 7:00—News.
- 7:15—Home Folks Frolic.
- 7:30—Wife Saver.
- 7:45—The Golden Rule.
- 8:00—Woman in White.
- 8:15—The O'Neil.
- 8:30—Stars of the Sky.
- 8:45—Nature Sketches.
- 9:00—Hedda Hopper's Hollywood.
- 9:15—Light of the World.
- 9:30—The Saturday Evening News.
- 9:45—Valiant Lady.
- 10:00—Betty Crocker.
- 10:15—Story of Harry Martin.
- 10:30—Pepper Young's Family.
- 10:45—The Golden Rule.
- 11:00—Fertile Blank Page Life.
- 11:15—Pete Kelly.
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