

# Capital Journal

Salem, Oregon

Established March 1, 1888

An Independent Newspaper. Published Every Afternoon Except Sunday at 136 S. Commercial Street. Telephone 21. News 23

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### SUBSCRIPTION RATES

By carrier—10 cents a week; 45 cents a month; \$5.00 a year in advance. By mail in Marion, Polk, Linn and Yamhill counties, one month 50 cents; 3 months \$1.25; 6 months \$2.25; 1 year \$4.00. Elsewhere 50c a month; 6 months \$2.75; \$5.00 a year in advance.

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"Without or with offense to friends or foes I sketch your world exactly as it goes."  
—Byron

## Spurning a Payroll

If the city council declines to grant the vacation of a strip of Trade street 41 feet wide adjacent to the paper mill, the Paper Company states its contemplated expenditure of \$100,000 in building and equipment for enlargement of the Salem plant, involving the permanent employment of an additional fifty people, will be abandoned and the expenditure made instead at its Vancouver Wm. plant. Machine No. 2, which has not been in operation since the reconstruction except occasionally for cheaper grades of paper, will be moved and rebuilt and operated on higher grades of paper at Vancouver instead of Salem.

The vacation was asked because of its geographical location, there is no other way for plant expansion in Salem, production already being greater than its finishing and storage capacity and additional output unless the new building is constructed involves an expense in handling that eats up the small margin of profit in manufacturing at present market prices.

That portion of the street for which vacation is asked is now utilized for a railroad track and for auto parking by paper mill employees. It is not used for traffic and the remaining 58 feet will afford ample facilities for traffic, the bulk of which is by the paper mill itself.

We venture to say that if any new manufacturing plant applied for the vacation of a portion of a stub street to make a \$100,000 investment and a steady payroll for 50 new men, not only the council would speedily grant it, but that the community itself would demand it. While the vacated portion of street may have a theoretical value, the benefit of additional investment and payroll would offset it and the increased taxation resulting reimburse the city many times.

Such vacations are customary in all cities, especially those seeking industries. It is by such encouragement that industries are secured and kept. Yet the obstruction sentiment in Salem, which is quite vocal now among a small coterie of those who have never done anything constructive themselves and whose efforts at community building consist in hampering those who do, has caused the filing of a protest. An unusable portion of a stub street has suddenly acquired great value—despite the fact that the city could profitably vacate many such portions of streets providing similar investments and payrolls followed.

The worst feature about the protest is the advertisement Salem gets for hostility to industry. If this is the cooperation extended to our largest established industry, we may rest assured other needed industries will keep away—and Salem has enough handicaps in freight rates, high taxation, etc., in securing industries, without adding community hostility.

The Paper Company has had a hard time under Hoover prosperity in keeping up operations. Only by increased production, thereby lowering the ton cost of production, has it been able to meet the repeated drops in paper prices, that have closed scores of paper mills in other sections. Within the past few weeks, the new Zellerbach mill at Bellingham closed down indefinitely and the Tacoma mill went into bankruptcy, while nearly all others have curtailed instead of increased production. Yet the Salem plant has kept up night and day operations and only asks for reasonable cooperation to increase investment and payroll.

## Cause of the Slump

The experts of the Department of Agriculture figure that it cost farmers an average of \$1.24 to produce a bushel of wheat in 1929 and that the cost for 1930 will be about the same. Wheat is now selling for about 80 cents, the lowest since 1914, while the things the farmer buys cost about 50 percent higher than in 1914, thanks principally to the tariff. "Other agricultural commodities are also off sharply," says the Department. And all this in spite of the half billion dollar Farm Relief Board.

While not much faith can be placed in government statistics as to cost, for the production of wheat does not cost the efficient farmer anything like \$1.24, there is no question but that the average farmer, paying more for everything he buys, is losing money with 80 cent wheat.

When the farmer doesn't make money, he cannot spend it. He will not be buying autos, radios, furniture and other things. And because he cannot spend, the market for these products slumps and workers are laid off. Nearly every industry is sooner or later effected, in spite of preferential special legislation designed to foster the industries at the expense of agriculture, for manufacturers must curtail to continue existence.

The farmer is better off in hard times than the industrial worker, for the farmer and his family can live on the products of the farm, whereas the laid off factory employe is helpless. He is forced to secure work at any wage or join the bread line.

No form of political farm relief, under our present national policies of isolation and restriction of trade by tariff embargoes, which react by closing foreign markets, will help the farmer. His remedy lies in removal of preferential legislation favorable to industries but against agriculture which places agriculture on an economic inequality with industry. Only by restoring the markets of the world can permanent prosperity be restored, for we need outlets for our products and to get them must exchange for the products of other nations. Otherwise, business will slump along with farm prices.

## JOINT PASSENGER SERVICE TO SEATTLE

The public service commission was informed Monday that the interstate commerce commission has renewed authority for the Northern Pacific, the Great Northern and the Oregon-Washington Railroad & Navigation company to furnish joint passenger train service between Seattle, Tacoma and Portland, and to apportion the earnings. This arrangement has been in effect for about two years. The order follows an interstate commerce commission hearing held recently in Portland. This is the first renewal, it was said since the original order, the time covered by the first order having expired.

## CRAPPIES CAUGHT

Independence — Drs. Knott and McConnell, accompanied by Justice McIntosh, tried bass fishing at Humbung lake Sunday morning, but too much wind for good bass fishing caused them to be content to fill their baskets with crappies. This is Dr. McConnell's first attempt at crappie fishing and he holds the record for the morning catch. He has satisfied himself and others that one can't catch fish without a hook and line, bait and bobber.

## Pioneer Women and Descendants Help Dedicate Cutoff Road



Eleven women, pioneers in their own right or by descendency from the first settlers of the region opened by the new road, Saturday participated in the ceremonies attendant upon dedication of the new Salmon river highway. In the center (above) is Mrs. Rhoda Quick Johnson, who was crowned queen mother of the celebration. Others in the top row are Mrs. Ellen Graves, 93 year old pioneer representing Sheridan; Mrs. E. A. Bessell, oldest pioneer from Newport; Mrs. Lucy Melcalf, 94, was Miss Oregon. In the bottom row are Mrs. Mary A. Gikley, Dayton; Mrs. Palmer of Dayton, daughter-in-law of the late General Joel Palmer; Mrs. Margarie Graham Alexander, daughter of the founder of Toledo; Mrs. Mary Case, Newport pioneer, and Mrs. Nellie Mackey Galther, princess for Lincoln county.

## Brown Rot Bugaboo Calculated to Injure Oregon Prune Export

While packers say they know of no Oregon prune packers who have received complaints from outside buyers as to brown rot in Oregon prunes nevertheless it is called to their attention that Oregon prunes are receiving a large amount of unfavorable publicity from the campaign now being carried on ostensibly under the name of the federal government but having as one of its most active factors, if not its most active factor, Prof. E. H. Weigand of the state college staff. This publicity has as one of its culminating features a meeting here Friday night with state college, state and federal officials as speakers and a number of proposed changes in driers were outlined covering various factors causing added expense to operators.

This campaign of which the meeting here was only one of a series called in prune producing sections was prefaced by a four page bulletin apparently emanating from Washington, D. C., under date of June 20, 1930, giving, as its heading stated, "notice to growers, driers and shippers of Oregon and Washington prunes." The pamphlet itself stated that it was "being distributed as widely as possible to the trade in hope that the industry itself will at once take steps necessary to correct certain objectionable practices." That this distribution may be accelerated through the east by California sources to give a black eye to the Oregon prune was mentioned as a possible result of the propaganda opened up in the present campaign.

The mailed flap behind the movement is revealed in a declaration in the pamphlet that "it is expected, however, that where adequate steps have not already been taken to accomplish it the growers and packers will promptly apply themselves to the problem of removing objectionable material from the finished product so as to render unnecessary formal regulatory action during the season of 1930 and thereafter." Some of the things outlined as necessary in Oregon prune driers in the pamphlet are as follows: "In order to perform sorting efficiency sorting belts are most valuable. In small driers plain sorting tables may be used though for sorting an equal volume of prunes this system is enough to allow three people, if needed, to work comfortably on each side. To this end they should be 3 to 10 feet long and about 21 inches wide, never wider than 21 inches wide, never wider than 21 inches wide, never wider than 21 inches wide, never wider than 21 inches wide. To insure elimination of all rot-infected prunes the belt should travel at a rate sufficiently slow to permit turning the prunes so as to expose all sides to view. For this purpose it should move not faster than 15 to 18 feet per minute, and the prunes should be spread in it so close as to allow ample room for turning the individual fruits. If they lie too close together this is impossible.

"In order to obtain the best results the belt must be well lighted. The inverted trough light so much in use in some lines of food manufacturing is strongly advocated as the best we know for this purpose. On request the administration will be pleased to furnish specifications for making it. It is utterly folly to expect good results if the workers are not furnished with good light so they can see quickly and clearly the appearance of the prune surface. The naturally dark color of the fruit only serves to make this requirement more important. "Many of the plants visited are found to be dark and dingy. In some cases they had been brightened up by the use of paint or whitewash but such instances were very few. "In the matter of eye dipping great care can well be exercised to avoid injury resulting from too severe treatment. The adoption of means by which the process can be more accurately standardized both as regards the strength of solution and length of application as well as taking into consideration the character of the prune with respect to ripeness would contribute to producing a product of more even quality. The excess eye should be thoroughly rinsed off with clean, fresh water. The fact that a certain amount of eye frequently is carried over into the rinsing water by each batch demonstrates the importance of replacing the water with a fresh supply. "Each drier should be provided with an adequate supply of clean water not only to meet the needs of proper rinsing but also for general cleaning purposes about the plant. Very few plants were suitably supplied in this regard with the result that very dirty conditions were allowed to prevail. Floors and equipment should be maintained in a clean sanitary condition by suitable cleaning methods. "The temperature and humidity in driers should be better controlled. Laxity of indifference in these respects may result in reducing the plant efficiency to such an extent as to influence considerably the matter of profit or loss on the crop. Some instances were noted where apparent carelessness in this regard reduced the drier capacity 25 to 50 per cent. This amount on a season's run is a very serious item and one which should not be left to rule-of-thumb methods. "Buyers in receiving deliveries should inspect closely for evidences of decay of any kind, since failure to do this will necessitate greater caution in packing to remove all decayed fruit. "Great care must be exercised to guard against conditions which will favor development of blind mold. This condition is liable to develop on fruit carrying too high a percentage of moisture. A few lots of prunes of this kind in which an attempt has been made to clean them up showed that the real trouble was being only in part alleviated since in some cases there was only a partial removal of the mold while in others the treatment has served principally to make the conditions less visible in a casual inspection." In touching on brown rot the pamphlet says in part that "brown rot or other kinds of decay should by all means be removed. From a practical standpoint it would appear that the proper time to remove it is before dipping or traying... A very warm moist condition is conducive to its development which is very rapid."

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## MOTOR CARAVAN IN SHERIDAN'S STEPS

(Continued from page 1)

in by scores of descendants of the pioneers who followed Sheridan down the river and of the Indian tribesmen he subdued, Miss Jeanne Jones, granddaughter of the late Ben F. Jones (father of the Roosevelt highway) in the role of Princess Yaquina, clipped the tape which formally opened the new highway, and the dedication caravan headed by Governor Norblad, members of the highway commission and of the Salmon River highway improvement district board, Mrs. Rhoda Quick Johnson, queen mother of the celebration, and her attendant princesses and other representatives of participating communities on the coast and inland moved westward toward Olla, the junction of the new road with the Roosevelt coast highway. Upward of 3000 people were massed about the platform erected at New Grand Ronde for the dedication ceremonies, presided over by Major-General U. G. McAlexander, the Rock of the Marne, who now makes his home at Newport. The speakers were Governor Norblad, H. B. Van Duzer and C. E. Gates of the highway commission, who forecast that the new road would soon be taken over and made a part of the state highway system; County Judge F. C. Robinson of Lincoln county, chairman of the day; John Boyer, father of the new highway project; Senator E. F. Bailey of Junction City; Colonel Robert A. Miller and B. P. Irvine, who gave the historical address of the day. Siletz and Grand Ronde Indians

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in the full tribal garb of their forefathers led the parade to the reviewing stand at New Grand Ronde and were followed in chronological sequence by groups representing the historical periods of development of the country which has fought for and made possible the new road. Pioneer pack trains, covered wagons, Sheridan and his troopers and their "block house" in faithful replica, stage coaches, hunters and trappers, and interspersed through it all were the descendants of the pioneer woodsmen and settlers and their wives and families dressed in the soon skin caps and crinolines of the period they sought to picture. At the rear the modern automobiles with guests from far and near to participate in the event which meant realization of the dreams of more than half a century; the Chirians from Salem, Rosarians from Portland and other well-wishers from most every city in the Willamette valley and all coast points. From a covered wagon drawn up in front of the stand an escort assisted Mrs. Rhoda Johnson of Tillamook, the first white child to travel the Salmon River route, and she was conducted to the platform by Dr. Francis Marion Carter, pioneer of the Salmea River district who impersonated Abraham Lincoln. Siletz, the first child made in Oregon, fashioned by hand by Wesley Haysburst at the old Jasm Lee Mission in Salem, Queen Rhoda was crowned with a crown of selected Lincoln county beach agates. Surrounding her was her court of princesses. Among the latter were Princess Yaquina, Miss Jeanne Jones of Newport, Princess Lincoln county, Mrs. Nellie Mackey Galther, first born in Lincoln county; Princess Sheridan, Mrs. Ellen Graves, pioneer of 1851; Princess Alsea, daughter of Chief George of the Hood River tribe; Princess Siletz, Mrs. Johnson of Siletz, daughter of Chief Yaquina; Princess Medford, Miss Marjorie Skeeters, one of the Hillman party which discovered Crater lake, and Princess Milwaukie, Miss Frances Plimpton.

From start to finish the event was a grand historical pageant extending from Sheridan through Willamina and Grand Ronde, all along the route of the new road and down the coast to the southernmost of the Lincoln county beaches. At intervals by the roadside were exhibits depicting various historical events. Everywhere were the costumes of the '40s and '50s. Beside the road at one place stood the toll gate of the old Salmon river toll road and the plow used in grading that first road, both tended by men of an age that enabled them to "remember." There was a replica of a ship that was wrecked at the mouth of Siletz bay 60 or more years ago. Above all there was jubilee and rejoicing. From Sheridan through to Newport it was evident that the people were celebrating "an event." Every settlement and beach resort, almost every cottage was gay with flags and banners. Bands played throughout the day and on into the evening at every beach resort, and over it all rang the echo of the slogan that the Lincoln county beaches had "come into their own."

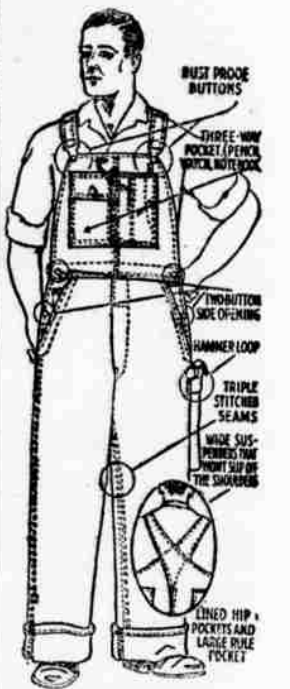
Moimouth—The company of Graham & Calbreath, who have a garage have moved their office and supply rooms from Main street to the Red Top service station on Knox street.

## FURNITURE MEN CLOSE SESSION

The second annual session of the Oregon retail furniture dealers association closed late Saturday with the election of Alfred A. Ross of Marshfield as president, and the naming of Portland as the 1931 convention city. Other officers named were Morris Dalton of Dallas, first vice president; Adolph Hansen of Baker, second vice-president; Ben Gadsby of Portland, secretary-treasurer; and J. King Bryon of Portland, managing director. The principal theme of the convention, that of the national style show to be put on by retail furniture dealers throughout the nation the latter part of September and the first of October, was discussed by J. W. Moore of Chicago, western director for the campaign, in a speech late Saturday. Moore stressed the change in furniture style and the ensemble idea, together with the individual customer's problems.

Moimouth—The company of Graham & Calbreath, who have a garage have moved their office and supply rooms from Main street to the Red Top service station on Knox street.

## The New Super Just-Rite Overalls



Introducing the Outstanding Value in the Low Price Field

A full cut garment made of extra heavy 2.20 denim. A full cut overall in the low price field carrying the special features of high priced overalls. Exclusive with Bishop's. Made in Can't Bust 'Em factories for this store. \$1.00

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