

Daily Democrat

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THE LEAGUE WINS

The League of Nations is winning. Even while the debate still continues, this positive statement can hardly be called premature, in view of recent developments. Acceptance of the league is in the air. Opposition is dissolving.

This development is due to two causes.

First, the opponents of the league have been engaged in studying the public mind, and have discovered that the sentiment in favor of it is far stronger than they supposed. As a result, most of them have been modifying their opposition and qualifying their objections, and preparing to meet the advocates of the league half way.

Second, President Wilson and his advisors have wisely decided to drop their uncompromising attitude and accept the more reasonable of the amendments proposed. The League of Nations committee at Paris, of which the President is chairman, is now said to be engaged in a thorough overhauling of the document. Possibly it is not making any really fundamental changes. But it is at least improving the phrasing, clarifying clauses that were of doubtful meaning and inserting such specific touches as will relieve critical Americans of fear that the principle of the Monroe Doctrine is being surrendered, or that Japan will be allowed to flood this country with cheap labor, or that other nations will be given undue power over vital matters of American sovereignty.

If these changes are carried out in good faith, and if the critics in the United States senate and elsewhere exercise good faith in their consideration of the revised document—both of which conditions seem likely to be fulfilled—there will be no doubt of the outcome.

Security of principal, regularity of interest payment, and popularity as an investment are three recognized principles of bond investment. By this standard, does any investment in the world compare with the Victory Liberty Loan?

Gowns are to be worn longer, say the fashion experts. "Time or inches?" asks the woman who has practiced war-time economy in her wardrobe, and thinks she is about due for a change.

FOREST ROADS TO BE BUILT

The postoffice appropriation act will make possible construction of roads throughout the great national forests of the United States.

There is an increasing love of trees in this country, and an increased understanding of their value and their beauty. The construction of a great system of roads and trails which will make our forests accessible as playgrounds will be hailed with delight.

Such a road system, too, will make the fighting of forest fires easier, and will allow settlers in and around these forest areas a better opportunity for development and for marketing of their produce.

The history of our woods and of our lumber business has not always been a shining one, but we are learning; and the more accessible the woods become and the more they are visited, the more will be the demand for their preservation.

Our government does not necessarily have to float a Victory Liberty Loan. A government less decent would raise the money by taxation. The Kaiser, if he had been victorious, would be taxing you right now, and your receipts wouldn't be good for their face, five, ten, 15 or 20 years from now—not by a spurious venetian, not to mention that little interest coupon due every six months, either.

Anyone wishing to send a letter by the trans-Atlantic air mail, soon to

WHAT OTHER PEOPLE DO

Snappy Gleanings from Exchanges in Linn and Other Counties of Oregon

Digger Won't Fall—

About the coldest-blooded proposition we have had sent to us lately is a proposition for free advertising in a paint concern, says the Tribune. The Tribune will not fall for it. If this paint concern wants to reach the public it must be through the regular means of paid advertisement. Newspapers must live as well as paint companies; they are not working for their health. Certainly the paint companies have more gall than sense to expect newspapers to give them free advertising; they will not supply their paint free; how then can they expect newspapers to do their advertising free? The newspaper which accepts their plate service is a fool. Don't fall for it.

Advocates Whipping Post—

Last night some blistering half-baked idiot, or lovestricken swain without a balance wheel, dashed into the little flower bed elderly Mrs. George Kell has been working on the past

start from Canada, can do so by paying \$500. Personally, if we had the \$500, we would take the steamer over and say it ourselves.

Uncle Sam is marrying into the Family of Nations. It takes a brave spirit as well as a devoted one to contemplate calmly the prospect of acquiring all those collateral relatives along with the bride.

CITY NEWS

Returned From Canton Ohio—

Mr. and Mrs. Dan Brennehan, of North Albany, who were called to Canton, Ohio, recently on account of the sudden death of their children, returned home Sunday. Their son, Jacob, who accompanied them to Oregon, left Tuesday for his home in Alberta, Canada.

Visited in the East—

Miss Emma Summerfield, who has spent the winter in New York City, is now visiting in Boston and Orleans, Mass., on her way back to the west.

On Business—

Jim Christ went to Portland Tuesday afternoon on a business trip.

Alright Again—

John Christ arrived home Monday morning, at Milwaukee, where he has been for several months and his health is greatly improved.

Attends Truck Demonstration—

C. Collins, auto truck salesman for the E. B. Day Motor Co., went to Salem today to represent the Nash auto truck. Mr. Collins was a lieutenant in France during the war and had charge of 20 Nash Quad auto trucks, and expresses his full confidence in the merit of the truck.

Returned this Morning—

Mrs. H. P. Rowell returned this morning from Brownsville where she had been to visit her daughter and family, Mrs. W. R. Tripp.

Fayetteville Visitors—

Mr. and Mrs. Lawson and Mrs. Saxton of Fayetteville were Albany visitors today.

Moves to Corvallis—

Mr. and Mrs. Ray Tyer of Brownsville passed through the city today for Corvallis. Mr. Tyer will be employed in the poultry department at O. A. C.

Goes to Marion—

W. S. Wood of Lebanon and C. B. Mathew of Eugene were in the city today on their way to Marion.

Returned to Seattle—

Mrs. C. E. Youngberg and daughter Mary, who have been visiting at the home of Mr. and Mrs. Frank Cornett of Graltree, returned to Seattle today.

Weather Report—

Yesterday's temperature ranged from 37 to 64 degrees. The river is at 6.6 feet.

Returned from Portland—

Mrs. Maryann Dunlap returned home this morning from Portland where she has been on business.

Going to Corvallis—

A crowd of Lady Macabees will go to Corvallis this evening as guests of the Corvallis lodge.

ATTENTION W. O. W.

On Friday, April 4th, at 8 p. m., a general home coming and patriotic meeting will be held. All returned soldiers and sailors who are W. O. W. are especially invited to attend. A large class will be initiated. Halsey, Shedd and Corvallis camps will meet with us. Hon. E. P. Martin, deputy head consul, will be here. All W. O. W. members of Albany camp or not, are cordially welcome.

2a5 Arrangement Committee.

three years, and pulled all her beautiful hyacinths, incidentally tearing up some by the roots. It's really too bad there isn't a public whipping post, and that the vandals who do tricks of this kind and such other tricks as slathering paint and chalk marks on people's houses and doors and walks, cannot be caught and given the treatment they deserve.—Gazette-Times.

Another Cannery—

Articles of incorporation were filed with the county clerk last week of the Falls City Cannery Co. The capital stock of the company is \$10,000 and the incorporators are C. J. Pugh, M. L. Thompson and W. H. Beard, all prominent businessmen of Falls City.—Dallas Itemizer.

EDITORIALS OF THE PEOPLE

Editor Democrat: There seems to be a good bit of agitation and some rather strenuous effort on the part of certain interested individuals looking to a deflection of the Pacific Highway from its present routing on the Salem Road as it approaches the city from the east, a short distance west of the Jewish Cemetery, passing under the railways at the freeways, and thence to its east end of First street, and thence following said street into the city. It would appear on the surface that all that would be gained by such change in the highway would be to benefit a few private interests at the cost of an enormous expenditure of money, lavish waste of time and long, uncertain delay. Let us see just what this proposed change in the highway would mean to the city and county if their restless efforts are rewarded:

1 As already intimated the cost to the county and city would be very heavy. The estimate by competent engineers runs from \$50,000 to \$75,000. This would be an outlay for which there could be no possible adequate compensation.

2 It would delay the completion of this section of the highway (which otherwise would be completed this year) indefinitely. There is one thing certain if this change is made in the highway this new portion of it will not, for it cannot, be completed this season, as the grading could not be done and the roadbed prepared for hard surfacing within so short a time. While there is no assurance that First street, the street through which the highway is to pass should the proposed change be effected, will be paved within any definite period. Five years hence it may still be unpaved. It would, it seems to me, be the height of folly to make any change that would embrace not only the possibility but the probability of such condition obtaining for the contemplation and vexation of every automobilist passing into or through the city.

3 An underground crossing of the O. E. and S. P. railways at the point where the proposed diversion of the highway is to be effected would be impractical and impossible in the winter-time, or during periods of high water, as the underground passage could not be negotiated at such times by anything but a submarine, as the 'crossing' would be half full or more of water.

4 The main surface argument advanced in favor of the proposed change in the highway, is the danger of the diagonal crossing of the railroads near the eastern approach of the highway as now surveyed, to the city. That this is not a dangerous crossing, and that such argument is

fallacious, is attested by the fact that ever since the S. P. ran its first train through our city, this crossing has been upon the main highway leading out of the city eastward. Yet I am informed that in all these years not one serious accident has occurred at this place. The view of the track is unobstructed for a long distance as you approach from either side. So none but the blind or intentional suicide need incur risks in crossing here. Besides being blind, the man must be deaf also who is caught by the train here, for there are electric bells on both tracks which always give warning in time of the approach of a train.

5 The highway as now contemplated, without change, will be completed this season, as the contract for the work clear to Geary street has already been let. So also has the contract for the bridge across Pennywinkle, by the city—a permanent concrete bridge—and steps have been taken under a petition for the paving of Salem Road from Main street to the Eastern limits of the city, thus assuring hard surface connections from the heart of the city to the Pacific highway this year.

6 Granting a change in the Pacific highway such as is contemplated would benefit some interests and land owners as it would if the change should be made, at the same time it would entail irreparable loss to many who live along the Salem Road to the point of the proposed change, in the decrease of land values and business interests now established and for years established along the course where the highway now runs. This cannot and will not be compensated for to the city or county by increased values elsewhere should the petition of the friends of this change be granted and the change in the highway made. Some of our most beautiful homes are along this highway, a way of scenic beauty, attractive and delightful to the tourist and for that reason of value to the city and community. Shall we pass these homes up for the barren, uninviting route proposed because it will benefit the private interests of a few individuals?

7 The whole matter of this proposed change seems to be dictated wholly by personal and selfish reasons on the part of a few who alone will be benefited by the change, and not by public spirit looking to the best interests of the city or community as a whole. In fact, the city attorney who seems to be one of the prime agitators before the throne, in this movement for the proposed "cut off," has confessed that he is "working for private parties, though I believe he is at the same time receiving a salary from the city, and there are some who are old-fashioned enough to believe that that would sort of obligate him in a contest where the city and private interests clash, as is the case here, to at least be neutral. It seems, however, though I may be misjudging the gentleman, that it is a sort of Spanish neutrality he maintains.

8 There has been a good bit of stressing the quarter mile, more or less, that will be 'saved' by the proposed 'cut off.' We are told that this is to be a permanent highway that we are building for future generations, and that the saving in distance will be a large factor in ultimate time saved, and cost. That sounds nice, but to whom will this saving in time and distance and costs accrue? Not to the tourist, we would route him down Fourth street, or even further south, if we had his mileage, or his time or his pocketbook at heart. Neither would it benefit the majority of local traffic that comes in to Albany over the Salem Road. For it is exceeding doubtful whether the destination of the majority of these is First street. You will not find the majority of country autos parked, or of vehicles tied, on that street, but in the cross street and streets further south. If one will take the time and trouble to stand at the intersection of Main

street and Salem Road, and will take the trouble to watch and count, he will find that this traffic is broken up on reaching Main street. Some, a few, turn down First, a majority down Second, while yet others enter the city by way of Fourth and Fifth streets. So you can see that this argument as to distance saving and ultimate costs is fallacious and misleading.

9 As the road now runs it brings the traveler through the most attractive portion of the city and suburbs coming from the east. We want the tourist to get the very best impression of our city possible. This will not be the case should the proposed change in the highway become effective.

10 As the writer sees it, the largest possible advantage to the city and county will be maintained by leaving the Pacific Highway as it now stands. If we make this change, it will be at the cost of incalculable harm and wrong to the many, for the confessed benefit of a few private interests.

April 1, 1919. A TAXPAYER.

CLASSIFIED ADS.—BUSINESS DIRECTORY

For Sale

A SNAP—BEACH PROPERTY
Nye Beach Cottage, 5 rooms, 2 lots facing 2 streets, 1 block from Ocean, high, fine view, furnished, water, electric lights, etc. The lots alone are worth the price \$850 cash. or will consider a good late model auto in trade on basis of \$1,000.
F. E. Vrooman, 240 Stark St., Portland, Oregon. m24a5

FOR SALE—1 Samson tractor in good condition, at a bargain. Also one 3-bottom engine. gang plow. Murphy & Harrold. m29tf

FOR SALE—Fairbanks-Morse 6 horse stationary engine. Practically new. Call Crawford's Garage or A. H. Muller, Bell phone. m29tf

FOR SALE—1 extension ladder cheap. First class condition. 839 W. 5th Street. m26a5*

FOR SALE OR RENT—10 acres, good house and outbuildings, close in. Reasonable. Ask Leo Cohen, First St. m28a3*

FOR SALE OR RENT—18 acres rich bottom land adjoining west city limits of Albany. G. H. Boom, 634 Calapoola St., Albany. m31a2*

FOR CHICKENS—We are agents for E. J. Reefer's More Eggs Tonic and also for his Ready Relief for White Diarrhea in baby chicks. People are hatching chicks today. Many die. Ready Relief will save them. Baltimore Gun & Bicycle Works. 1a3

FOR SALE—Modern 9 room house. Corner lot centrally located. Easy terms. G. H. Boom, Albany. Bell 530L. m31a2*

WANTED—Pasture for 4 yearling heifers. Call 456J Bell phone or write P. J. Pingel, Albany, Ore. m3a2*

FOR SALE—1 1/2 acre place over the river. A 6 room house and barn. 1 acre in all kinds of berries and fruit trees. J. S. Morgan. m31a5*

CAR BARGAINS—1918 Maxwell, A1 condition, \$750. 1916 Maxwell, all O. K., \$500. At Waldo Anderson & Son. m18tf

SPIRELLA CORSETIERE—New Spring styles have arrived. Have your new corset made to order. Only corset having gold medal. Call Mrs. W. B. Newton, 5th & Geary Sts. Home phone 2464. m18a18*

FOR SALE—1 span of geldings 10 years old, wt. 1200 lbs. Well broke. Good work team. Alas wagon and harness. W. B. Newton, Fifth and Chicago. Home phone 2464. a3*

CAR SNAPS—1918 Dodge, 1917 Chevrolet, 1918 Chevrolet. 3 good used Buicks. 2 Ford deliveries. 3 Ford touring. Murphy Motor Co., 324 S. Broadalbin. m25tf

CAR BARGAINS—Ford truck, \$450; Maxwell 1917 model, \$500; Studebaker, \$275; Roadster, \$150; Hudson bug, \$125; Buick tractor, \$350. All in A-condition at Waldo Anderson & Son. m24tf

CLEANERS—Call up Lora Plotz, 165 Lyon St., phone 548-R, about your clothes cleaning. Bauer & Bauer guarantee absolute satisfaction. No garment too delicate for us to handle. 3bt

POSITION WANTED—By discharged soldier, preferably as grocery clerk. Inquire at Democrat Office. m31tf

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J. C. IRVINE, Cashier.
DR. J. P. WALLACE, Director (Physician).
MR. M. SENDERS, Director (Grain Dealer).
MR. W. A. BARRETT, Director (Implement Dealer).
MR. P. A. GOODWIN, Director (Manager Albany Furniture Mfg. Co.).

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FOR SALE OR EXCHANGE—158 acre dairy farm near Alsea; 40 acres cultivated, rest pasture and fine timber. Prefer smaller farm near Albany. Christian Seelig, Alsea. 1a7*

FOR SALE—47 acres about 6 miles out for \$80 an acre. All in cultivation. Owen Beam, 133 Lyon St. 1a2

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87299—Tops—Sung by Schumann-Heink \$2.00
64799—Croon, Croon Underneath de Moon—Sophie Braslau \$1.00

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