

TWENTY-NINTH YEAR No. 231

SALEM, OREGON, SATURDAY, OCTOBER 28, 1916

PRICE TWO CENTS ON TRAINS AND NEWS STANDS, FIVE CENTS

THE TEAMS' CHANGES IN TODAY'S GAMES

Expert Sizes Up the Football Situation Among the Biggest Kickers

By H. C. Hamilton.

(United Press Staff Correspondent.)
New York, Oct. 28.—With Dartmouth meeting Princeton, Harvard battling Cornell and Yale facing Washington and Jefferson, there should be enough college football to keep the east today to make a noise in the west if the far west only cared to hear it. Cornell stands a better chance of coming through victorious than any of the other teams booked to do stunts with the "big three". The Ithaca gang has not lost a game in more than two years and this year no opponents have scored on them.

Percy Houghton, the Harvard coach, thinks enough of Cornell's chances to make considerable preparation for the struggle. He had his warriors locked up yesterday in secret practice and he is expected to turn loose some of the plays today that he had saved for the benefit of Yale only.

Princeton isn't in the same boat with Harvard by any means, except in that Speedy Rush's long countenance has taken some of the pep out of the jungle town rosters. At Old Nassau they are confident Dartmouth's solid backfield, veterans all, will be unable to pierce the defense that Tufts discovered was something in the stone wall line.

Princeton has a good defense, a grand light backfield, but a poor offense in the smashing game. However, Eddie Driggs is one of the best punters the east ever has seen and by his own efforts could, in a pinch, work the ball to a point from which Dave Tibbott might try a field goal. Field goaling has come to be a pet hobby of Dave Tibbott's.

Yale faces a hard task. For two years in succession the Washington and Jefferson team has wandered into New Haven for a few hours and returned to Washington, Pa., with the long end of the score. Previous to that Washington and Jefferson had played Yale to a scoreless tie.

If the Pennsylvania eleven is able to put across a victory today it will have the distinction of being the only team, with the exception of Harvard, to trample the blue three times in succession.

It appears from here that Bob Felwell, Pennsylvania coach, has bit off a bank that is a size too large for his face in the game with Pittsburgh this afternoon at Pittsburg. After making a grand showing against Penn State a week ago and winning the praises of football critics everywhere, Felwell has been busy figuring out a way to down Glenn Warner's gang.

The Army and Navy have comparatively easy games today, the former being scheduled with Villa Nova at West Point and the Navy.

HAS NARROW ESCAPE.

Recently Frank Silivany met with what might have been a fatal accident. He was hauling a load of straw from the Siegmund farm on Fern Ridge to the Hamilton place above Mehama. When going down the Tietze hill the brake failed to work and the team could not hold back the load. Frank did not stop to think of the consequences

Watching the Scoreboard

Pacific Coast League Standings

Team	W.	L.	Pct.
Los Angeles	117	78	.601
Vernon	114	89	.565
San Francisco	102	101	.503
Salt Lake	97	96	.503
Portland	92	96	.486
Oakland	72	134	.349

Yesterday's Results

At San Francisco 1, Portland 4.
At Salt Lake 7, Oakland 5.
At Los Angeles 6, Vernon 0.

Shortstop Davis of Los Angeles attracted the spotlight at all stages of the Angel-Vernon session.

Davis performed some stunts worthy of the world's series, incidentally the Angels at last turned on Vernon and shut 'em out, 6 to 0.

Hannah of Salt Lake got a homer and a double, helping beat Oakland 7 to 5. The Oaks called in the ninth—too late.

Murphy of Oakland participated in three double plays. Dick Bayless slugged out three singles, making 11 swats for Richard in four games.

Portland solved "Spinder Baum and beat San Francisco 4 to 1. Routhier for the Beavers held the Seals to only one hit up to the seven installment.

STANDING BY M'MAHAN.

The Independent stands for L. H. McMahan for district attorney for good and sufficient reasons, but does not propose to speak ill of any opposing candidate. We know that Mr. McMahan is supported by many of the heaviest taxpayers of Marion county; that he is an able man, an honest man and popular throughout the county. He is feared by the ring and therefore one can hear such erroneous statements that he will not receive much support in Salem regardless of what he will have in the county outside. We have heard from some of the most influential men of Salem that he will get a big vote there and a large plurality. The Independent wants Mr. McMahan elected to that office in order to have the taxpayers of this county protected. His record proves his probity beyond a doubt and that his best of mind has always been to save taxpayers money. We feel confident that the taxpayers of this county will display wisdom in electing Mr. McMahan, who now has such strong backing that his opponents have reason to glower. We view the situation from their standpoint.—Woodburn Independent, (Rep.)

L. H. McMahan is making an active campaign for his election to the office of district attorney on the independent ticket; and it might also be said that he stands a mighty good show of landing the job. Personally, the writer has known Mr. McMahan for a good many years, and we know that he is thoroughly competent to fill the position. He is a lawyer of wide experience and exceptional ability. He has always been the friend of the taxpayer and a vote for him will be appreciated and you will not have occasion to regret it.—Donald Record.

to himself, but thought only of the injuries the horses would receive if the load came down on them. So he pulled the team out to the side of the road in such a manner as to tip the wagon over. The horses escaped uninjured, but Frank was thrown to the ground and was unconscious for some time. No bones broken, but he received several bruises and was badly shaken up.—Stayton Standard.

Car Shortage Breaks Record; Due to Prosperity Wave

The Railway Age Gazette, in an editorial in its current issue, publishes statistics showing that the shortage of freight cars on the first of October of this year was the greatest that ever existed on that date; but from an analysis of the American Railway Association for the last ten years it finds that the peculiar conditions existing this year are such as to warrant an optimistic view of the situation. The net shortage as reported for September 30th is 61,030 cars, distributed about proportionately to their numbers among all classes. The Gazette says: "A feature which differentiates the present shortage from those that have occurred in previous years is brought out by a comparison of the present shortage by classes of cars with the shortage of 1907. On October 2, 1917, there was a net shortage of all classes of freight cars, and the aggregate net shortage was within 3,000 of the aggregate net shortage on September 30, 1916. In 1907, however, of a total shortage of 58,276 cars, 44,136 of the total were box cars. In 1916 the total net shortage of 61,030 cars includes only 33,011 box cars. The other principal component of the total is a net shortage of 19,872 coal cars and gondolas.

Year	Surplus	Shortage
1907	6,193	52,083
1908	133,792	5,291
1909	33,388	24,898
1910	42,469	16,627
1911	58,282	4,794
1912	26,754	34,546
1913	41,994	19,042
1914	133,382	2,712
1915	58,061	3,969
1916	26,201	34,829

"For the reason that it is the largest net shortage at this time of the year the greatest possible effort should be put forth in the way of cutting out unnecessary delays in movement in seeing that cars are loaded to full capacity, and in exercising moderation in requisition of cars for loading.

On the other hand, a certain feeling of relief may be entertained that the shortage up to date is no worse. The peak of the demand for cars ordinarily comes in October or early in November. In previous years the maximum net shortages were reached on these dates: October 30, 1907, 86,811 cars; November 10, 1909, 3,286 cars; November 7, 1912, 51,299 cars; and October 15, 1913, 6,048 cars. These are the only years during the life of these records when net shortages have occurred.

"It is, of course, well understood that the reason for shortages occurring in October or early in November, if they occur at all, is that that month generally represents the period of heaviest grain movement. Somewhat paradoxically, this year, it is the grain movement that has in part occasioned the shortage. From being worse than it is, an abnormal condition prevailing in other countries there was a large early movement of grain by rail. There has also been a special demand for cars for other purposes, especially coal cars and gondolas. This created a demand for cars which afforded premonitions of a shortage earlier in the season than symptoms of shortage ordinarily appear. The net result of the early grain movement, however, was to afford relief for the condition of which it was a symptom. The extraordinary de-

mands for equipment to carry other material would not have existed but for abnormal conditions abroad.

"But an outgrowth of the same cause that brought about the earlier movement of grain in 1916 re-nested to slow down the movement later. The demand for grain for export coupled with a partial deficiency in the crop resulted in prices for some grains, particularly wheat, soaring to an unprecedented height. Many farmers are only now marketing their wheat at \$1.50 a bushel and many of them are still holding their supply for \$2.00.

"On the whole, then, this incipient shortage may be regarded with mixed feelings, notwithstanding the necessity of putting forth every effort to prevent it from growing to more serious proportions. It has been said before by the Railway Age Gazette that a car shortage is not all bad, because it is an unmistakable evidence of transportation prosperity. It is particularly so when by reason of unusual conditions, the body of traffic that tends to cause a shortage is spread over such a period that the maximum of business may be handled with the minimum of disturbance. And under these conditions the precautions that are to be taken to prevent a threatened shortage, from becoming a serious matter can be taken calmly and effectively with but little effort upon the part of each responsible individual."

DIODEGENES' MODERN QUEST

If Diogenes should return to earth, he might be kept moderately busy at his original avocation of looking for an honest man. Or he might turn his undoubted talents in a still rarer quest according to Grantland Rice in the New York Tribune.

Diogenes Up-to-Date
Diogenes dwelt in a tub, so ancient stories say. Which showed that flats remained unchanged from that old Grecian day; And day and night with lantern light he wandered on and down, Patrolling all the avenues which twist-ed through the town.

As each citizen passed by Diogenes would throw His lantern light upon each face and sigh in abject woe; And through the throng he'd move along confounding his search, A vain and most unhappy one that left him in the lurch.

The natives marvel'd at his job, which left them all at sea. They wonder'd what the object was and what his graft could be; "Oh, tell us, please, Diogenes," at last each passer cried, "What are you hunting for, old dog?"—and straightly he replied: "I'm hunting for a sou'winder who is good as Eddie Plank; I'm hunting for a poet who has money in the bank; I'm hunting for a college kid that hasn't signed with Mack; I'm hunting for a Yankee star without a broken back.

I'm hunting for a pitcher who is keen on facing Ty; I'm hunting for a bunter club without an alibi; I'm looking for a ball club that can hammer out a score. Each time it faces Leonard, Ruth, or Foster, Mays or Shore."

This is a nice time of year to be fired with the winter coming on. What's the matter? This is amusing time, isn't it?

WHY I AM FOR WILSON

By Constance Drexel

What does the world expect of America, at this moment, the richest, most powerful nation on earth? Lord Bryce has just said it—Lord Bryce, closely connected with the British Government. He has said that America must take the lead in the effort to prevent a repetition of the present European killing contest.



My own experience as a Red Cross nurse in France; my more recent observations in Germany and England, convince me that the people there are sick and tired of slaughtering other human beings as a means of settling national difficulties. I found them fighting, that this might be the last war, and they look to America to point another way. Do we not owe it to them, as well as to Americans, not to make a change of administration at this crucial period, especially when we know that President Wilson has this very subject of world peace close to his great mind and heart? Let us at least give him a chance to try it.

BREWERS STATEMENT

"EQUAL RIGHTS TO HOME INDUSTRY" COMMITTEE PRESENTS FACTS

NO SALOONS OR BOTTLE HOUSES

The Committee advocating the passage of what is commonly known as the Beer Amendment, No. 314 on the ballot, have pledged themselves as determined to have the law, if passed, endorsed according to its true intent and purpose, namely, as merely putting the Oregon hop growers and brewers on an equal footing with outsiders.

The Committee feels the public will believe such eminent lawyers as Messrs. Montague, Gearin, Pipes, Carey, Fulton, Simon, Bernstein, Cohen and others, who have given their carefully considered opinion that no attempt to establish saloons, bottle houses or other unregulated sales of beer would be successful. It would be turning the law away from its plain intent, and therefore impossible. But the enthusiasm of the Prohibitionists continues to misrepresent the purpose of this law and the good faith of this Committee, and having abandoned the idea of the general saloon, the Prohibitionists now insist that it is the "bottle house" which is to be feared. They say that the Committee can only speak for itself and not for the brewers. Wishing to meet all objections, however fanciful, the Committee finally thought best to lay the matter before the brewers, and in response to our request we have received the following statement:

To C. E. S. Wood and C. T. Haas, chairman and secretary of the "Equal Rights for Home Industry" Committee, and to the several members of said Committee:

We, the undersigned, formerly in the brewing business in the State of Oregon, in answer to your request, beg to say, for record and publication, that we favor the constitutional amendment No. 314, providing for the manufacture of a light beer, not exceeding four per cent alcoholic strength, is passed, we will not attempt to open saloons or bottle houses, or in any way directly or indirectly to violate the plain terms of the law which we understand is intended to give us only the rights enjoyed in Oregon by brewers outside the state, and we will join in enforcing the law according to its spirit. For our own protection and in the interest of our proposed amendment, we respectfully request your Committee to prevent a plan by which the sale of state brewed beer, if permitted, may be fully and satisfactorily regulated, and we suggest that a registration book of those entitled to receive beer is opened, and the taking of affidavits be handled by some public official. We will ourselves ask cities and counties to make proper regulations and commit to the extent of our ability in their enforcement. Also, it must not be forgotten that within four weeks after this amendment becomes effective, if passed, a law may be enacted or the full and complete regulation, and until some other plan is adopted by cities and counties, we will be compelled to follow the procedure now in force at the express offices for the importation of liquors, namely, we will not sell or deliver to any person who is a minor, habitual drunkard, or who is not properly entitled to receive his quota of beer under the existing law, and we will expect an affidavit to be shown by the applicant, and also stating that the applicant has not within the said period imported his quota of beer or any other liquors from outside the state or received it elsewhere. In other words, we will cooperate in a detailed regulation of the sale of beer permitted by the amendment.

We desire to add what should be self-evident, that our heavy invest-

"The Vital Issues of the Campaign"



PRESIDENT WILSON

(Eugene Daily Guard.)

"The vital issues of the present campaign are bread and butter issues," shows the Eugene Morning Register. All right. For the present we will leave out of the discussion the fact that President Wilson has, with honor, kept the United States at peace when the rest of the world is at war. Let us pass over the progressive legislation that has been enacted at the instance of President Wilson. We have practically agreed that Canadian lumber does not come into competition with the Oregon lumber because of the tariff, that Oregon lumber is higher under the present administration than under the Taft administration. Let us admit that the Admonition law, the Mexican situation, and all the other issues that the supporters of Mr. Hughes have attempted to raise, are dead and buried, and that "bread and butter" are now before the people.

Taken from the Guard of Oct. 25, 1916.

Item	Price
Wheat—77¢/78	Wheat—\$1.50
Barley—No market	Barley—\$17.00
Oats—30¢/40	Oats—\$15.00
Hay—\$6.00/8.00	Hay—\$15.00
Butter—35¢	Butter—\$1.00
Eggs—35¢	Eggs—\$1.00
Poultry—12¢/13 1/2¢	Poultry—\$1.00
Wool—19¢/22	Wool—\$1.00
Mohair—32¢	Mohair—\$1.00
Good Cows—\$3.00/8.00	Good Cows—\$3.25/8.75
Prime Steers—\$5.50/8.00	Prime Steers—\$6.50/8.75
Hogs—\$8.50/8.50	Hogs—\$9.00/8.75
Spring Lambs—\$4.25/8.50	Spring Lambs—\$8.50/8.75
Hides—Not quoted	Hides—18
Hams—18¢/19	Hams—23
Beans—Not quoted	Beans—9
Potatoes, bu.—65¢/75	Potatoes—\$1.25/81.25
Cabbage—\$1.00/81.25	Cabbage—\$1.35

You, Mr. Farmer, do you want to return to good times of a few years ago under the Taft administration? Mr. Business Man, do you want to see a return of the times when the farmer did not have the money to spend? If the supporters of Mr. Hughes would only leave "party loyalty" out of their campaign material and look the facts

in the face, they would have to admit that this country is just emerging from the depression caused by misrule and mistaken ideas of previous republican administrations. The vital issues of the present campaign are bread and butter issues. Yes, verily, and you can't fool the people by subterfuges and insinuations, either. Paid Adv.

For the Committee, C. E. S. WOOD, Chairman. Secretary, October 26, 1916. (Paid Adv.)

SOUTHERN PACIFIC NOW ELECTRIFYING RAILWAY.

The Southern Pacific wiring train has finished its work on Sixth street and left Corvallis. The train began at Weilsdale and string trolley wires and cable. Another train worked from Weilsdale to Independence. The space between Weilsdale and McCreedy already had been completed and now the train is at work on the last stretch of the line. When this unit is completed the line will be ready to have the juice turned on.

But the juice likely will not be turned on for some little time as transformer stations will be required along the line. The machinery has not been received, local representatives state but is expected about the first of the year.

When the Southern Pacific company asked for bids on the machinery to equip these transformer stations, only one firm in the United States submitted a bid. That was a Schenckly, N. Y. firm. It is reported they have given assurance that the machinery will be delivered as per contract.—Corvallis Times-Gazette.

BURNING CIGARETTE PAPER TO PROVE ITS PURITY

A trained corps of demonstrators is travelling throughout the state, visiting tobacco dealers and stores and proving to smokers by actual burning tests the purity of Sweet Caporal Cigarettes. First, they produce a roll of high grade imported French paper, and, by burning it, show that it makes no smoke, gives off no odor and leaves behind nothing but a few tiny flakes of pure white ash. Then they burn samples of ordinary cigarette paper, which produce heavy smoke, a pronounced odor, and a black, thick, sooty ash. The superior French paper, it is explained, is used exclusively on Sweet Caporal Cigarettes.

SWEET CAPORAL POPULARITY

Sweet Caporals were the first popular Turkish and Virginia cigarettes. They are the only cigarette whose popularity has never waned. Sweet Caporal is the best loved cigarette that has ever been produced. Sweet Caporal has started millions of men on the right road to cigarette enjoyment.

THE ORIGINAL CIGARETTE

Sweet Caporal is the great grand-daddy of all cigarettes now on the market, and still it is being loved by millions of men all over the world. Sweet Caporal is found—there you'll find Sweet Caporal.



SWEET CAPORAL

burn a piece of Sweet Caporal paper, it leaves a pure white ash

Ask Dad, he knows

MAKE THIS TEST

PURE TOBACCO FLAVOR OF SWEET CAPORAL

SOLD EVERYWHERE