

The Oregonian

Portland, Oregon. Postoffice as second-class matter. Subscription Rates—In Advance: Daily, Sunday included, one year, \$5.00; Daily, Sunday included, six months, \$3.00; Daily, Sunday included, three months, \$1.50; Daily, Sunday included, one month, 50c; Daily, without Sunday, one year, \$3.50; Daily, without Sunday, six months, \$2.25; Daily, without Sunday, three months, \$1.25; Daily, without Sunday, one month, 40c; Weekly, one year, \$1.50; Weekly, six months, 90c; Weekly, three months, 50c; Weekly, one month, 15c. (By Carrier.) Daily, Sunday included, one year, \$6.00; Daily, Sunday included, six months, \$4.00; Daily, Sunday included, three months, \$2.00; Daily, Sunday included, one month, 60c; Daily, without Sunday, one year, \$4.50; Daily, without Sunday, six months, \$3.00; Daily, without Sunday, three months, \$1.50; Daily, without Sunday, one month, 50c; Weekly, one year, \$1.75; Weekly, six months, 1.00; Weekly, three months, 60c; Weekly, one month, 18c.

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OUR POSITION AS A NEUTRAL.

President Wilson's defense of his interpretation of this country's duty as a neutral in the present war with Germany has been the subject of much discussion in the Nation. The best evidence that he has leaned neither to the one side nor to the other is the fact that his action has provoked some criticism from both sides. With half the world engaged in war, the United States is in the position of a man standing between two rows of spectators, every one of whom is keenly watching for him to swerve to one side or the other. Knowledge that he is thus watched by deeply interested critics has made him the more careful to give to his words the most careful consideration. Never since the days of Napoleon has this Nation been called upon to maintain a strictly neutral position amid a war of such magnitude. The difficulty of the task has been vastly enhanced by many causes. Modern invention has so greatly improved communication and travel that no intercourse among the nations that opportunities for friction are many times multiplied. New implements of warfare, such as submarines, aeroplanes, mines and torpedoes, have rendered necessary new applications of old principles of international law. The same statement is true of increased telephony and wireless, which were unknown a century ago.

Perhaps the greatest incentive to strict impartiality on the part of our Government is the change in the composition of our population which has come about in the last century. In 1800 the bulk of our population was of British descent, and immigration was small and almost entirely from Northern Europe. We now have a polyglot population drawn from every nation of Europe and from several nations of Asia. Millions of these citizens have come so recently or live in such close proximity with their own nationality that the ties of sentiment which bind them to their native country have not been severed; in fact, have been scarcely weakened. All are intensely eager for the triumph of their own former compatriots and are ready to tolerate unquestioningly any leaning to the side of their racial foe. The United States Government is thus placed in a most delicate position, and it is a tribute to the President's scrupulous impartiality that complaints of violation of neutrality from passionate partisans have, without exception, proved baseless.

Knowledge that the sympathy of the great majority among the American people favored the Anglo-Franco-Russian alliance doubtless has influenced in prompting the President to protest emphatically against the British treatment of contraband goods. The spectacle of many cargoes of war supplies going from this country to the enemies of their native land could not fail to irritate Americans of German or Austro-Hungarian birth or descent, and the President's protest consisted of such forcible evidence of impartiality as must have calmed the spirits of these people. On the other hand, his recognition of the allies' right to the advantage accruing from naval supremacy deprives them of cause of complaint.

The President is entitled to, and will have the support of the Nation in maintaining our position as a friend of all the belligerents and in steering a course which shall give just cause of offense to none.

THE SOUTH FAVORS SELECTION.

In his announced opposition to the literacy test provided in the immigration bill President Wilson finds himself opposed not only to a proposal that is in the North and to the prevailing sentiment in the South. The dominant element of his own party is thus out of harmony with him on a non-partisan question. The South has declared against admission of ignorant immigrants from Southern Europe by its agricultural and immigration conference at Tampa in 1903; by resolutions of the Virginia and Tennessee Legislatures; by the abolition of immigration bureaus in North Carolina and South Carolina, and by instruction to agricultural boards in those states to seek to restrict immigration. There is the demand of the Farmers' Agricultural and Co-Operative Union, having a large Southern membership, for the literacy test. The South objects to immigrants from Southeastern Europe and Asia because they have not the same objection to intermingling with the negroes as have the Northern races. Therefore, their coming would complicate the race problem. This objection is not limited to the whites. Booker Washington opposes the blending of his race with that of the type in question. There would be an increase of negro half-breeds to supplant those who are proud of Anglo-Saxon or French descent. The South now has its socially inferior class marked off by color, and it wishes to retain that mark of distinction.

These are the reasons given by President Wilson for the South's desire to restrict immigration. He gives another reason which may surprise many Northerners, who have become accustomed to consider race suicide a vice peculiar to the native stock and to consider immigrants prolific in children. This is, that race suicide in the North dates from the large immigration between 1840 and 1850, increasing as the quality of immigration deteriorated, and affecting not only the original settlers but the earlier immigrants. The white birth rate of the South, he says, always has been high. Since the full development of the South depends on the attraction of im-

migrants as well as on increasing the efficiency of the negroes, it would seem that immigration of some kind, as people of the Northern races are not inclined to go South the only alternative is to take those from Southern Europe. Probably the South hopes, through the literacy test, to select immigrants of a higher type from that region, people of intelligence, ambition and sufficient race pride not to mingle with the negroes and thus to fortify the white race in control of the South.

GETTING BACK TO NORMAL.

The large use of the initiative is due to the shortcomings of the Legislature," solemnly declares a journalistic monitor of the representative body at Salem. Perhaps. But the overuse of the initiative is an evil which no legislative failure can justify or explain. It has long been fashionable for demagogues, political and journalistic, to denounce our Legislature for various crimes of omission and commission, and the result has been that in recent years representative government has been in low esteem. In Oregon we have for some years had a thorough test of the initiative, beginning with the popular enactment of laws which the Legislature had improperly rejected and culminating in a grand biennial rush of all sorts of schemes, dreamers and law-tinkers to the initiative with offerings which no Legislature would accept and which the public has fallen into the habit of rejecting.

The voters' election in Oregon the people voted down twenty-five out of twenty-nine measures. It has come to pass in this state that there must be a sound reason for putting a bill on the ballot, through the initiative or referendum, or it will get no consideration. The busy law-mongers and the various petitioners who circulate petitions and undertake a campaign for anything without a definite and obvious call from the people are wasting money, time and effort. The public confidence in a Legislature has been in a considerable measure restored. But, which is more important, the real corrective for bad Legislatures is neither the initiative nor complete abolition, but good legislators.

THE AUTOMOBILE SHOW.

There is but little need of urging people to take an interest in the automobile show at the Armory. Wherever anything new in the way of automobiles is to be seen there is a crowd sure to gather and remain. The show attracts both for utility and beauty. Never before have the lines of the cars been so artistic, never has the machinery been so efficient. The progress of the automobile in reliability and power is one of the wonders of the age. The four-cylinder engine is gradually giving way to the six-cylinder motor, and the lines of the cars are departing more and more from the type of the horse vehicle. By inevitable steps the automobile is assuming a form of its own perfectly adapted to its motive power and capacities. There is a choice of more than a dozen makes. All tastes and all varieties of income can be suited. The number of Americans who are planning long road tours next Summer is very large. We dare say hundreds of families will visit the show with this thought in mind. Their purpose will be to select a car which will give them maximum of service and comfort on a long trip.

The purchaser of almost any standard car is sure to receive full value for his money. In no direction has commercial integrity achieved more admirable results than in the automobile industry. The advertisements of the various machines are, as a rule, strictly true and few promises are made to purchasers which are not kept to the letter. Those who can afford to buy expensive machines will find luxury in all its vehicular forms at the show. Those whose pockets are not so deep do not feel that this deprives them of comfort and safety on a tour. There are cheap cars which give marvelous service. They are light, economical to run and extremely durable. Some of the moderate-priced cars are quite as satisfactory upon the road as the more expensive ones a person will only think so. Automobile enjoyment, like some other things, is largely a matter of psychology. It is fascinating to witness varied means of pleasure and utility which the manufacturers have placed at the disposal of the public, and the amount of pleasure and service which can be purchased for a very moderate sum of money. The time has come when men of limited means have begun to ask themselves, not if they can afford a car, but if they can afford to be without one. The automobile has freed to figure as a luxury. It is a necessity of modern life, and it sets a family free in many directions. It enlarges and enriches life in so many ways, it provides so much health, comfort and pleasure for so little outlay. The day has passed when the automobile leaves its owner in the lurch on the road. For some time it has been a maintenance of a moderate purse. It is as dependable as old Dobbin ever was and a thousand times more satisfactory.

To many the chief interest of the show will lie in the trucks, tractors and other vehicles for commercial use. The truck has been fully demonstrated its capabilities on the city streets. It is replacing the horse for all kinds of heavy hauling, as well as in the fire and police departments. But that is only part of the story. The gasoline truck has shown that it has a great future in the development of rural sections. On the dirt roads in rural sections it is capable of hauling heavy loads with great economy. It has in some cases been able to compete on even terms with the railroads, offering the great advantage of the farmer that it comes to his door. Milk, fruit and all kinds of farm produce now come to the city markets in trucks at a substantial saving to the producers. Nor must we forget the astonishing development of the farm tractor designed to replace horses in the plow and in the mowing machines. It is no longer cumbersome and inordinately expensive. Tractors of compact construction are now on the market which are admirably adapted to work on farms of 160 acres or less. They move about in the same space as a team of horses and do the required work with far greater economy. The gas engine in manifold applications is transforming rural life not less completely than the life of the city. There is hardly a progressive farmer to be found now-a-days who does not own at least one engine, while some have two or three. They are also rapidly displacing themselves of the speed and comfort of the automobile. It is

no longer a rarity except in the remotest sections where the roads are execrable. The parallel progress of the automobile and the good roads of the automobile needs no mention here. The one can not thrive without the other.

LEARNING TO RELY ON OURSELVES.

The necessities produced by the war have compelled many American manufacturers to make articles which they formerly imported but can no longer import. We are learning how many things we can make as well as and as cheaply for ourselves as other nations can make them for us.

We are also learning that we have within our own borders many materials for manufacture of commodities which we have hitherto imported. Since we can no longer import these commodities, our manufacturers, promoters, prospectors and inventors are turning their genius in new directions. The consequence is that the United States is now producing many commodities which were formerly imported. European manufacturers will discover that not only have they lost their American customers, but that the Americans have taken away many of their customers in other countries.

PERFECTING CO-OPERATION.

An interesting meeting of fruit-growers was held at Hood River January 13. Its purpose was, of course, to promote co-operation in disposing of the fruit crop which is all-important to that section. It seems that the six large selling agencies through which the Hood River growers market their produce have been underbidding each other in order to make sales. By this process the growers manifestly suffer loss. Underbidding may be necessary when markets are disarranged as they were this season but there should be no occasion for it in normal circumstances. The Hood River growers should consider how they might bring pressure to bear upon the selling agencies for the sake of sustaining prices and enhancing the orchardists' returns. By this we are reminded that co-operation presents various phases. At We-natche it has probably developed farther than at any other place. The producers in that fruitful region seem to have effected arrangements with the selling agencies which ensure them fair returns even in bad seasons like the present. At Hood River this desirable end has not yet been reached, although growers are striving toward it intelligently.

In other parts of Oregon and Washington co-operation ranges through many stages of imperfection. In almost every community something has been done in the way of organizing the producers of a commodity. The producers cling to isolated marketing and therefore completely at the mercy of the middlemen. It is a fact of common observation that prosperity and co-operation go hand in hand throughout the Pacific Northwest. Find a community where the producers are organized both for scientific production and for intelligent marketing and there also will be found abundant prosperity.

Co-operation means comfortable homes, good schools and churches and lives rich in human values. The advertisement of co-operation is not a mere miasma and mortgages. Hood River's effort to place co-operation on a better basis deserves every encouragement. Whatever is accomplished in that direction will be for the good, not merely of one community, but of the whole Oregon country.

GIRED FOR A LONG STRUGGLE.

The war is about to enter upon a new phase. Each of the belligerents on the continent will add to its forces the 1915 levies, and Britain will throw into the field Kitchener's Army of fully 1,000,000 men and will add continually to it as new units are trained and equipped for service. Germany can probably put 1,000,000 new men of the 1915 levies in the field. France can add two-thirds as many and both will probably draw heavily on vast reserves. Russia, from her vast population, can add to her armies many more than on her allies. Austria's resources seem to have been already fully developed in order to beat back the invaders. Turkey may be able to add to her forces as many as to what extent is problematical. The undeveloped military resources upon which the anti-Teuton allies will draw are evidently far greater than those at the command of Germany and her allies. The almost certain entry of Roumania and the probable entry of Italy into the conflict against Germany, Austria and Turkey will still further increase the odds against the latter. In order to maintain an equality of numbers the Teuton powers must draw far more heavily than their enemies on that part of their male population which has passed military age.

As regards extent of hostile territory occupied, neither side seems to have much advantage, but as regards military value of such territory the advantage lies with Germany. Her forces have occupied the vital regions of France and Britain that are the Russians to the vital of either Germany, Austria or Hungary. The London Daily Mail, discussing the situation in the west, only says: "Five months of the war reveal the enemy with a decided advantage. In his favor, his soil virtually uninvaded, and his possession of large areas, amounting in one case to the whole of a country belonging to the allies."

The Mail tells its readers "there is nothing whatever to be gained by blinking the magnitude of the undertaking to which the allies are committed." It says the task in 1915 is "to clear the whole of France of the enemy and to regain Belgium," which will demand "an enormous effort." Even then the allies will "still be a long way from destruction of Prussian militarism, a task that can only be carried out by the invasion of Germany." In the same issue the Mail publishes the first of a series of letters from a man whom it sent through Germany, who "speaks German perfectly and

who has strong pro-British opinions," to secure "a comprehensive and thoroughly impartial picture of the Fatherland in war-time." This man tells the British people they are indulging "perilously in the ostrich policy"; that they should "abandon the notion that Germany is already groggy and tottering," and that while the forces "future disaster" for Germany, "disaster is neither at hand nor even measurably in sight."

He terms "stupid" three views persistently circulated in England: "that Germany has reached the end of her tether in military resources; that Germany is downhearted and sick of the entire business; that Germany, in consequence of the exorbitant price of food, is on the verge of starvation."

He says that "not a single one of these allegations has any foundation in fact." He thinks Germany has at least 2,000,000 men in the field and "yet the country literally swarms with unused soldiers; they are drilling everywhere—men of the ideal fighting age." He predicts that "by the Spring of 1915 Germany will have at call an entire new army of at least 1,000,000 trained men, and she will have at the age of 14 months. The funeral will take place this morning."

A petition circulated by M. F. Roberts at Camp Russell near Salem to which all the signers agreed not to touch intoxicating liquor during the service in the United States Army has been signed by more than 75. The pledge reads: "We the undersigned do hereby pledge our word and sacred honor that we will not use any intoxicating liquor, wine, beer, or any other beverage during the period of our service in the United States Army."

The fine day's sport of the season was enjoyed at Crystal Lake yesterday, where the ice is in fine condition for skating. Of the gentlemen who were adjudged the finest skaters, the first list, Lieutenant Kappus, first; Harvey Hodge, second; H. H. Law, Charles E. Calef, Marshall Hoyt and Mr. Ferguson, Miss A., Miss C. and Miss M. were among the best women skaters.

Colonel C. H. Larrabee has furnished a forecast of the weather's action from October 15 to January 24, which would tend to show that the weather for Oregon is better than the reputation is even among our own residents: Clear, cold with sunbursts... 10; Rainy, sun not appearing... 22; Windy, some fog morning and evening... 5. The thermometer yesterday morning stood at above zero.

One of the most popular ditties of the day and which is sung by every boy and girl in every band, is "Planting 'Dicke' and 'Old John Brown'." When Johnny Comes Marching Home Again, Hurrah, Hurrah.

WOMEN POLITICIANS TARGET.

Married Voter of Fair Sex Says Let Men Run the Government. PORTLAND, Or., Jan. 24.—(To the Editor.)—We have read the very beautiful letter of Mrs. M. L. T. Hidden appearing in The Oregonian recently. We feel that Mrs. Hidden has a perfect right to her native land, and she is indeed an American citizen, provided for in the Constitution of the United States. The old adage—"Man's work is from sun to sun, Woman's work is never done," applies fully to this case under consideration. The men who are few in number who have more time for politics than to go to the polls and vote. Even to do that we have to leave the dishes unwashed and the baby in care of a woman who has been to the polls and to wash the dishes and care of the baby. Under these average circumstances we do not feel that we could do much more of the work of men. We may as well give up our modesty, purity and other purely feminine traits which have in the first place attracted them to us. They don't expect to give over to us or to our representatives the reins of office or public life and themselves constitute a kind of third sex. It will be a relief to women if they study a true balance of power and continue the old plan of winning influence with chicken casserole and a la Maryland. There are many of the women of Oregon who approach the vote as the honor conferred upon us by the men, and so much do we appreciate it that we will not run for the offices men are entitled to as the ones to provide for their families. We need the men in their legitimate sphere and we will not know what to do with them when we try to do their work and ours too.

"TORCH OF KNOWLEDGE" IS KEY.

Alvin Hekethorn Explains "Tester" in Electricity of Love. PORTLAND, Jan. 25.—(To the Editor.)—Relative to the interesting suggestions in your fair editorial upon "Electricity and Love," in The Oregonian January 23, permit me to say that the "Torch of Knowledge" is a key to the Torch of Knowledge, and youths may ignite it by applying to it pages from biology, psychology and physiology. The few physical scientists who have written concerning the "testing" of the positive and negative affinities of husbands and wives which are absolutely essential to their health and happiness. Unfortunately these laws are totally unknown to the laymen, and I have met only three physicians in my lifetime who had taken the trouble to post themselves upon this important subject. One of these was a woman physician who had been wrecked in one manner or another upon this very same psychological rock before she realized the necessity of "erecting a lighthouse" thereon.

What I hope for no improvement in the health and morals of humanity until the ban upon promulgating knowledge concerning the fountain-head of life is removed. The torch of knowledge will be equipped with the Torch of Knowledge that will prove an unerring "tester" as to whether the one of his choice is of the positive or negative. ALVIN HEKETHORN.

Half a Century Ago.

From The Oregonian January 26, 1865. H. C. Coulson, clerk of Multnomah County has advertised for sealed bids on the construction of the new Courthouse for this county on block 58 Portland. The contract price will be paid in cash. The lowest bidder will be accepted, if the two sureties offered are sufficient.

The new schooner the Triumph has been launched at Utsalada, W. T. She is of 144 tons.

Washington—Fire broke out January 24 in the Smithsonian Institute building above the picture gallery. There were some 120 Stanley pictures in the gallery and five or six were saved. The large library in the west wing was not damaged. The exact loss is not estimated but it will be considerable.

New York—A special dispatch to the New York Express says that ex-President Pierce is expected here hourly. It is believed, one of the peace commissioners.

Grace, the only daughter of Sylvester and Mary Penner, died January 25 at the age of 14 months. The funeral will take place this morning.

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DATA ON STATE SEAL GIVEN.

"Why Revere Babel?" Asks Harvey Gordon Starkweather, Adding Facts. WEAVER, Or., Jan. 24.—(To the Editor.)—In recent issues of the press we notice that a movement is on foot to change the state seal and to substitute therefor a worked-over copy of the territorial seal. One of the advocates of this plan quotes the late Judge Deady as having favored it, but a careful study of the Journal of the constitutional convention fails to show such an attitude.

The trouble with most of the critics is they do not seem to know the significance of the different features of the state seal. Anything we do not understand is likely to appear meaningless. By consulting the Journal of the constitutional convention for the afternoon session of September 18, 1857, we find that the state seal was designed by Harvey Gordon Starkweather. It is believed, that the departing ship is a British man-of-war and the arriving vessel is an American steamer representing the joint occupancy of this country by Great Britain and the United States. The sheaf, the plow and the pick-axe denote the pursuits of husbandry and mining.

Could anything be more appropriate for the state seal than the covered wagon, which typifies the early settlement of the state? If the matter is submitted to a vote of the pioneers of Oregon I am sure that they would vote to retain the covered wagon. To Mr. Gordon's copy of the seal, which is a modification of our paper-mountain are alive with noble game, who would want to replace this monarch of the mountain and plain by a poor mud-daubing beaver? We may by Great Britain and the United States. The sheaf, the plow and the pick-axe denote the pursuits of husbandry and mining.

ANNUAL DRAWS NOTICE TO CITY.

From Los Angeles and Minneapolis Come Favorable Comments. PORTLAND, Jan. 25.—(To the Editor.)—I have published comments from Oregon contemporaries on the annual edition of The Oregonian. Perhaps this quotation from a letter from a Los Angeles friend would interest you: "I owe you a letter and thanks for the great best in my ever since the New Year's number of The Oregonian which I greatly enjoyed." And also from this letter from a Minneapolis critic: "I beg to acknowledge receipt of the copy of the special edition of The Oregonian, for which please accept my thanks. I am certainly glad to see so many fine buildings that you have in Portland. It surely must have improved since my last visit. I am a native of Minnesota. I came to Oregon three years ago to stay. I came in the rainy season to see it at its worst. To the East, this year I sent 15 of The Oregonian's Annuals. They have brought forth more than ordinary acknowledgment." SUBSCRIBER.

ELECTRIC PARADE IS WANTED.

City Should Not Abandon Festival Feature is Opinion. PORTLAND, Jan. 24.—(To the Editor.)—I have heard it said lately that the electric parade is to be discontinued at this time. I am sure that the best part of the whole programme and no doubt the attraction that holds the crowds in town during the festival. Roses and scenery we may see from our own back yards, to the peak of Mount Hood, but for such in New Zealand, last year, we must journey to Portland. I make this as a protest, believing that nothing can be substituted to take its place. M. N. REPP.

Ode to the Portland Rose.

"The wide world knows The Portland Rose." Creates desire to see it continually. And the earth's love that won't relax. "The wide world knows The Portland Rose." That everyone attracts; Creates desire to see it continually. And the earth's love that won't relax. "The wide world knows The Portland Rose." That everyone attracts; Creates desire to see it continually. And the earth's love that won't relax. "The wide world knows The Portland Rose." That everyone attracts; Creates desire to see it continually. And the earth's love that won't relax.

United States Navy.

MITCHELL, Or., Jan. 22.—(To the Editor.)—Will you please tell me how many cruisers, battleships and submarines there are in the United States Navy and how many men are involved under full war strength? Also, has Mexico a navy; if so how many ships? The United States has ready for action: 14 modern battleships, 25 older battleships, five ocean-class cruisers, 15 second-class cruisers, 15 third-class cruisers, 28 gunboats, nine monitors, 62 destroyers, 27 torpedo-boats, 59 submarines. The United States Navy carries 41,783 officers and enlisted men and has a naval militia reserve of about 8000. The total war strength of the United States includes about 100,000 available for duty unorganized.

Mexico at one time had five first-class cruisers and two destroyers carrying 1200 officers and men, but several of these are now destroyed or unfit for service. The vessels are in possession of at least two factions in Mexico.

Advertising Made People Eat.

Somewhat timidly the proprietor of a chain of popular restaurants tried some newspaper advertising. Now he is a confirmed, regular newspaper advertiser. He says: "If we had used anything else, I think it would have failed. The whole thing would have fallen flat." "But newspaper upon gives a live business man a chance to make a deep impression. This man tells how one newspaper advertisement triumphantly increased the sale of pie. He adds: "To have done this by street advertising or billboard advertising would have been impracticable."

Prineville's Voice is Heard.

PRINEVILLE, Or., Jan. 22.—(To the Editor.)—I notice in The Oregonian January 19 an article on "Boys 13 Years Old," giving very complimentary figures for Portland, Or., for their high educational standards. This is also right, but did you ever have the figures on Prineville? LYNN S. CRAM.

Limn Peru Newspapers.

THE DALLAS, Or., Jan. 22.—(To the Editor.)—Please give me the address of a good newspaper published in Lima, Peru. M. M. PHIPPS. "Clero" or "Biel Social."

Twenty-Five Years Ago.

From The Oregonian of January 25, 1890. New York.—The train with Nellie Bly on board arrived in New York yesterday afternoon at 3:30 o'clock. Cannon were fired in Battery Park and Bow Green Park in honor of the event at 4:15 Miss Bly was in the office of the World. There were fully 10,000 people in Park Row, cheering the newspaper woman who had written the event of Jules Verne and encircled the earth in 72 days, six hours and 11 minutes. The name Nellie Bly was not her own. She came from Omaha by the name of Elizabeth Cochran. Her first work on a newspaper was done in 1886 on the Pittsburg Dispatch. She eventually was sent to Mexico to write of affairs there and learned Spanish on the trip to do it. She eventually sought employment in New York, and after making the rounds of almost all the newspapers in the city she was taken into audience with Joseph Pulitzer, of the World, who didn't take long to make up his mind that she could be used to write the life-story about the "workings" of the place. She learned many things from the not-in-honor-of-the-event of Jules Verne and encircled the earth in 72 days, six hours and 11 minutes. The name Nellie Bly was not her own. She came from Omaha by the name of Elizabeth Cochran. Her first work on a newspaper was done in 1886 on the Pittsburg Dispatch. She eventually was sent to Mexico to write of affairs there and learned Spanish on the trip to do it. She eventually sought employment in New York, and after making the rounds of almost all the newspapers in the city she was taken into audience with Joseph Pulitzer, of the World, who didn't take long to make up his mind that she could be used to write the life-story about the "workings" of the place. She learned many things from the not-in-honor-of-the-event of Jules Verne and encircled the earth in 72 days, six hours and 11 minutes. The name Nellie Bly was not her own. She came from Omaha by the name of Elizabeth Cochran. Her first work on a newspaper was done in 1886 on the Pittsburg Dispatch. She eventually was sent to Mexico to write of affairs there and learned Spanish on the trip to do it. She eventually sought employment in New York, and after making the rounds of almost all the newspapers in the city she was taken into audience with Joseph Pulitzer, of the World, who didn't take long to make up his mind that she could be used to write the life-story about the "workings"