

EPIC OF CALIFORNIA'S BACKLASH WEEKLY FIGHTING WHALE TO KORMSE

From Germany to Oregon, From Apples to Politics, From Movies to Stenographers Is Gamut of Subjects Discussed.

Why Should Vancouver Dictate Approach? Query.

J. D. Kennedy Asks to Know Why Washington City Has Preference for Affair of Portland Alone.

PORTLAND, Feb. 27.—(To the Editor.)—Two items recently published in the columns of the press call for more attention from the taxpayers of this county than has been given them.

We were informed that at a meeting of the Commercial Club of Vancouver, at which only 30 members of a reputed membership of 300 were present, the club was placed on record as urging a Portland approach to the Interstate Bridge somewhere down on the western side of the Peninsula, because the interests back of some railroad company that was seeking a franchise across the bridge, would give a 10-cent franchise to the bridge across the Peninsula. Since then another item from Vancouver is published, saying "It is desired by practically every resident of Vancouver to have the bridge go as far west as possible on the Oregon shore, so that it will be easily accessible to the large number of manufacturing plants on the Oregon shore." We are told that Mayor Crass, who seems to be active in this movement, is already assured that a company is in the field asking for a franchise across the bridge and agreeing to charge but 5 cents from Vancouver to the city limits of Portland. These reports have created a good deal of bitter adverse criticism. I can always go in with what this means. How can less than 30 members of a club of 300 commit the club to such a policy? Why should a club over in the state of Washington undertake to interfere in the matter of building and locating an approach that is to be paid for wholly by the taxpayers of Oregon? Upon this side has undertaken to interfere in the matter of locating the approach on the Vancouver side? How was it discovered that "practically every resident of Vancouver" wants the Oregon approach to go as far west as possible on the Oregon shore?

What right has any individual, or any community, to exploit an enterprise paid for by some other community, in the interest of the manufacturing plants of any particular section, in the interest of any railroad seeking a franchise?

Is the \$500,000 paid for an approach by the citizens of Multnomah County to be used as a bribe to the city of Portland, or is that money to be used in building an approach that will contribute to the comfort and convenience of the largest number of people who are all of the people who pay for this approach to be compelled to travel a mile or two extra every time they make a round trip between Portland and Vancouver? Will the city of Portland, in the interest of certain special interests? It would seem unnecessary to ask such questions as these, but the peculiar activity shown in certain quarters in the city of Portland from the very inception of this enterprise.

No one doubts that we are to have a 5-cent fare on the Vancouver side of the Portland city limits when the bridge is completed, whatever approach may be selected. We would have it now, except for the necessary expense of operating the ferry across the river, and no one doubts that any opposition street railway seeking a franchise across the bridge, if it is not a mere ploy, will be able to build its own approach without asking the County of Multnomah to subsidize it by devoting the money of the taxpayers to that purpose.

This proposition is one that should be considered for a moment. The approach on the Oregon side should be located at the point which will best conduce to the comfort and convenience of the largest number of those whose money is building the Oregon approach to the bridge, and we have every confidence that no other consideration will have any weight with the commissioners who are representing the County of Multnomah and the State of Oregon.

J. D. KENNEDY.
1236 East Thirty-third Street North, Portland, Or.

Tribute to Late Frank T. Dodge Is Paid.

George L. Story Writes That Editorial in the Oregonian Expresses His Own Sentiments.

PORTLAND, Feb. 27.—(To the Editor.)—Many words of praise have already been spoken by friends and the leading newspapers, of the private and public life of the late Frank T. Dodge, but none more fittingly and more truly than in an editorial in the Oregonian February 10.

The writer first met Mr. Dodge in 1863 and was impressed so favorably with his strength of character, his urbanity and manly bearing, his great integrity, his executive ability, as ever afterward to cultivate his acquaintance and friendship.

He was a man of high sense of honor in all things, winning the respect and confidence of all who came in contact with him.

"To be doing is man's most glorious task."

That was the inspiration of Mr. Dodge, and his exertions were for others rather than for himself. He was a man of high sense of honor in all things, winning the respect and confidence of all who came in contact with him.

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Oregon Apples Ill-Packed for Export, Is Report

Paul Pfedner Writes From Munich That 25 Per Cent of Contents of Boxes Are Damaged Usually.

MUNICH, Germany, Feb. 26.—(To the Editor.)—Perhaps you will give sufficient space to a subject in which more or less everyone living in Oregon is interested—Oregon apples in foreign countries. Since I have been in Germany I have interested myself a great deal in that subject, have visited fruit stores (and they have what rightly can be called fruit stores, with magnificent displays of fruit, such as we never dream of) and found that the American apple was the queen of the whole display in every instance.

These apples are always marked "American," but ask the proprietor where in America they came from, he couldn't tell. So last week I got them in two stores to dig up the boxes. The fruit was marked "Yakima Valley Fruit Association," and from my personal fresh and luscious. The next was marked or labeled "Mount Hood, August, Hood River, Or."

These apples are a picture, so attractive and beautiful that my eyes watered at the sight. The fruit is as fresh, as delicate and beautiful as if it had been picked yesterday, and has lost none of its flavor, its plumpness and originality. These Germans wonder at such productions when they are compared with the apples from Tyrol which are commonly sold. The price of these Oregon apples varies from 70 pfennigs to 1 mark 50 pfennigs per pound. The Hood River apples I saw yesterday were 1 mark per pound, while the best Tyrol apples can be bought for 25 pfennigs a pound or one-quarter as much. Why, I am told that the kitchen of the Kaiser's palace, the best of the taurants or cafes, with their meager pay, buy these apples, in spite of the high price. One in the Cafe Odeon told me last night that the sight to her was irresistible and she had to have an apple, no matter what it cost. But there is one drawback that is the packing. Go where you will, there will be the same complaint, the bad packing. These apples come about 8000 miles, and while wrapped in paper and packed in boxes, they are held together and many of the apples get bruised, and in that condition they are worthless as to selling. To convince me last week a dealer here who had several boxes of Hood River apples opened one in my presence, as I promised to bring this matter to the notice of the growers, and he showed me each one, and about one-half of each one was bruised more or less. The dealer said that was perhaps more than usual, but that was a fair average of the loss by indifferent packing.

Now I know the difficulties to overcome are not easy, but they can be remedied, and in the interest of our apple industry, some one should be found to remedy this condition. This is not an isolated case. I visited fruit stores in Hamburg, Berlin, Leipzig, Dresden and other cities, and saw the same thing. The admiring for the fruit was always the same, but the complaint about the bad "American" packing always followed immediately after.

The market for the fruit is unlimited, but it ought to reach its destination sound, solid and safe. Every dealer who would rather pay a higher price if he could have each box without any material losses, as he would, would be glad to do so.

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Farmer, in Reality, for Good Roads, Says Writer.

Tom Rogers Tells of Days of Toil Road Into Portland, Patronized by All Farmers.

MINNVALLE, Or., Feb. 24.—(To the Editor.)—Notwithstanding the hue and cry against the good roads movement by the farmer, I dare say not one out of a dozen really means what he says. A duck loves mud and water, a farmer does not. He puts up with these discomforts through custom, not that he likes it, but because he has always been accustomed to them.

It is like the farmer—the farmer, his moods and caprices are governed by two winds—the winds of adversity and prosperity. When times are good, he smiles with the rest of us, when bad he becomes the most pessimistic of men. High taxes are the bane of his life. The daily grind of the merchant precludes the thought of high taxes to a great extent, therefore he worries not, and takes things as they come.

It is different with the farmer. During the long gloomy winter months he has little else to think of but taxes, and with no whereabout to pay them, he is soured a plenty. When Spring comes and the country dries up, the roads and the hens begin to cackle and he has something to look forward to, he comes out of his shell. He will the tractor and oaks, apples and hops to sell; and if it is he, he will appreciate good roads. For he can market his crop, and do it expeditiously. Had he products to market in the winter he would have to wait until the summer would fall for the good roads movement. But he hasn't, consequently he doesn't care a rap. The parcel post is the only way he can get his goods to market, and it is a long haul. It brings his groceries; it supplies all his immediate wants.

The automobile mostly is the cause of all this dissension—that is, the good roads part. The very sight of one to some farmers is like a red flag to a bull. And with cause. No matter be drawing a ton-load to market, the auto comes charging down on him, a snorting two-eyed monster, demanding not half the road, but all of it. Just as though it was made for him. Sometimes he gets it; sometimes he doesn't. Some farmers are just as bull-necked as he, consequently a mix-up and unprintable words.

The farmer, like the auto-hog, thinks the road is his because he pays the taxes; the auto hog because the devil is in him. So there you are. These automobiles, however, are not all good. Some of the newest I have ever met were automobiles—men that lived right up to highway rights, giving half the road, always and in many cases, all of it on a good road, and in many cases, all of it on a good road, and in many cases, all of it on a good road.

Just so with many a farmer. They are just as considerate as the other, and maybe a little bit more so. The very sight of there should be two roadways running parallel with each other—one for the autoist, and one for the farmer. A roadbed 60 feet wide would allow this—a strip 30 feet wide for the autoist, and a strip 30 feet wide for the farmer. The state auto tax, if handled right, would help maintain the auto road; the state road tax the other.

Harking back to a farmer liking good roads as well as any one, I want to say the old farmer, or two of them, rather, running into Portland years ago. As I remember it these country about Monmouth caused the finishing of the new building. Right was J. B. Y. Butler, who gave liberally of his wealth for the support of the church, school and town. Early in the '80s the church found that it was financially unable to support the college, and so granted the buildings and adjoining land to the state for use in starting a normal school here. While the church stood on a corner where the Normal Territory now is, services were held there for 16 years. During many of these years it stood on state grounds. In the course of events it became necessary to have the building. The board of officers of the community after much deliberation, came to no successful conclusion. Finally the Normal Territory was sold, and the building was sold to the state for \$50,000. The Normal Territory was sold, and the building was sold to the state for \$50,000.

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