

### TRIBUTE TO MRS. LORD FROM ONE WHO KNEW OF HER WORTH TO FLAX INDUSTRY

Mrs. Olberg of Minneapolis Tells of Her Meeting and Correspondence with the Mother of the Oregon Flax Industry—A Visit to the Linen Centers of the World Is Described—Business of Manufacturing Linen Will Not Be Over Done Here

Editor Statesman:

Since the death of Mrs. Lord, I have, through the courtesy of her daughter, Miss Elizabeth Lord, received copies of the Oregon Statesman, telling of the wonderful things you were doing out there along the line of flax. I have for many years, through Mrs. Lord been much interested in your progress of building up the flax industry. But what prompts me to write at this time was the article from the Pendleton East Oregonian: "Will the invention and use of the flax pulling machine bring about the establishment of a new and important industry in Oregon?"

Before going further, it may be of interest to your readers to know more of Mrs. Lord's work and the industry she was so vitally interested in, while much has been said, the half has not been told, for she labored incessantly, and if you will bear with me I want to give you a little of past history, that you may realize I know whereof I speak.

It was at the World's Fair in Chicago I first met an aunt of Mrs. Lord, Mrs. Fanny Stockbridge of Baltimore. We were both judges—Mrs. Stockbridge on Japanese goods and I of linens. She asked me to tell her how I became so interested in the flax industry. I told her through my father, who fell as many of us do now—surely the United States, with all its resources, should have a linen industry of its own, for while we were at the time seven times the largest linen consumer in the world, there were only two small crash towel mills in the United States, one at Appleton, Wis., another at Springfield, Mass. Mrs. Stockbridge then said:

"My niece, who is the wife of the present governor of Oregon, is very anxious to do something during her husband's administration to help the farmers, for all farm products were so low. Would I write her?" for she knew Oregon was a fine flax growing state.

Just before Christmas of that year I wrote Mrs. Lord, as requested by her aunt. I think it was the next year that she started the Woman's Flax Fibre association, and while the mill was burned and they met with other reverses, that association did more than any one else (not excepting our government) to demonstrate what could be done with Oregon flax.

Mrs. Lord At Omaha

Then came the Omaha Exposition, where I placed and superintended a flax exhibit for the state of Minnesota, and, strange enough, the Oregon exhibit was placed next to that of my own state. The government had also a fine flax exhibit there, but the man in charge knew nothing of flax, and while there was always a crowd at the Minnesota exhibit, because it was a live exhibit; a woman making torchon pillow lace, to show that it too was made from flax; and I talked to the people about our state and what we hoped to do with flax.

One day I went over to the government exhibit. I found, no one there except a lady and gentleman, and I overheard the man make some remark about the exhibit. I immediately stepped up and explained the whole exhibit, and, to prove the interest, may I say that a crowd soon gathered to hear what I had to tell them about flax.

Then I wrote Mrs. Lord to come on, which she did (at her own expense, of course). She remained ten days and we proceeded to organize a National Flax Fibre association. But that died a natural death. That was the first and only time I met Mrs. Lord. I found her a charming woman, and with it all so practical, but we kept up a rapid correspondence ever since and one topic was always "flax."

Soon after Mrs. Lord returned home a gentleman from Belgium came to see me, who had a tank system of retting. I advised him

to go to Oregon, which he did. But he was a foreigner and had much to learn of American business methods and did not quite succeed, but I understand the penitentiary has improved upon these tanks and is still using the system which Mr. Loppens introduced.

In The Great Centers

Then I was honored by appointment as judge on linens at the Paris exposition in 1900 and while there Mrs. Lord wrote me that the Woman's Flax Fibre association had sent a ton of flax-fibre to Belgium to be spun and woven into napkins, that they could see for themselves just what quality of goods Oregon flax would make. She ordered them sent to me to carry home. I did so, and I am happy to say they compared very favorably with high class goods of same texture and weight, and this I could say sincerely after having so recently had spread before me the very best products of the world.

After leaving Paris I journeyed to Brussels, where I met Mrs. Card, of your state, who was at the time vice president of the Woman's Flax Fibre association; also Mr. Loppens, with his friend, Dr. Leo Backland, from Yonkers, N. Y., who was also vitally interested in the development of flax. We went together to Courtrai, the flax center of the world. Flax is retted there in the river Lys, that slow, sluggish stream, where flax has been retted for two hundred years. We saw there ear loads of flax shipped from Russia, which at that time produced eighty per cent of all the flax grown. There we were shown through the scutching mills, where they produce such beautiful fibre, but the work was done mostly by hand.

I could not return home without seeing Ireland. My stopping place was Belfast, where I had a friend connected with the linen industry. He, I assure you, spared no pains in showing me about and I saw the intricate workings of those looms that have been brought to such perfection that they seem almost human. We speak of Irish linen—yes, Irish linen—but not Irish flax, for a very small percentage of the flax is grown in Ireland; but the most of it comes from Russia, as I have before stated.

The Pulling Machine

And now to the pulling machine. Many attempts have been made to perfect such a machine, but none have been a success. It is really the first important step in the manipulation of flax and if the flax puller is all that is claimed for it, it will certainly go a long way toward establishing the flax industry. Then, I understand, a successful scutching mill is established at the Oregon penitentiary.

Sorting is Important

One important matter should not be lost sight of—the "sorting." It may not amount to much at first, but it will show to the world the kind of fibre Oregon is able to produce. It has made my heart ache to see as fine flax as could be found anywhere dumped in all together, when the buyers were crying out for just such material and almost paying its weight in gold for that very grade of flax.

Of spinning machines and looms I will not speak, for if money is forthcoming that line of machinery can easily be had.

As the Pendleton editor says, it is not wise for people to become stampeded in a matter of this sort, but there is no danger of overproduction.

I have recently talked with a buyer for one of our leading dry goods stores in this city, who only last week returned from abroad, and he told me that he visited some of the largest and best mills and they were all catering to the United States trade; that they were putting forth every effort to produce a product to suit the American trade, but better finish, bringing forth new designs, and in every way trying to suit the American taste; and lastly, let me re-

mind you that Europe is not today producing the raw material she did before the war, and the consequences are that mercerized cotton is very extensively taking the place of linen—but a poor substitute.

Oregon Flax & Flax State

While many of our states can grow flax, it will never be general as with Oregon. We here in Minnesota have experimented with fibre flax, but without labor saving machinery it could not be made a financial success. But having the largest seed mills in the world, a large acreage of flax seed is grown yearly and from this fibre we have several large establishments, such as the Klearflax ruga. Two plants are making insulation for refrigerator cars, for building purposes, etc. A large amount is used for furfural, too.

And dear Mrs. Lord was full of vision, but she did not live to see her dream come true, and, as the Oregon Statesman has so well said, she saw further and better than did the men of her time. Words fail me to express myself as to the worth of this grand and noble woman. As a friend and co-worker she will be greatly missed. (Mrs.) HENRIETTA C. OLBORG 2813 Pillsbury Ave., Minneapolis, Minn., Sept. 5, 1924.

### BUILDING SITE OF POULTRY PLANT

(Continued from page 9)

last analysis results are what really count in the poultry business. Both as a matter of pride, as well as for its permanency, the poultry house should be painted, and if yards are needed, the fences also look better if the posts are given a coat of paint.

An attractive poultry plant stocked with good fowl often brings cash customers, especially so if the poultryman happens to be in the breeding business. The prospective customer likes to buy from the breeder who takes great pride in his or her establishment. The best reason for this perhaps is the fact that the poultryman who produces quality stock generally keeps them in a healthy and attractive environment.

### COW TESTING WORK BRINGS MORE MILK

With 1184 cows in 61 herds on test the Tillamook number one cow testing association has finished the year of 1923-24 with an average production per cow of 8300 pounds of milk containing 367 pounds of butterfat, reports G. A. Peters, tester. That is more than double the average production for the state, and an average of 300 pounds is considered good.

In this cow testing association 51 of the 61 herds exceeded that average. The 10 highest herds had 195 cows that averaged 436 pounds of fat. The 10 lowest had 147 cows that averaged 276 pounds. That "low" figure exceeds by about 30 pounds Tillamook county's general average and is more than 100 pounds above the state average. The high herd, owned by Durrer & Son, averaged 450 pounds for its 25 cows.

The milk produced by the cows in this association was valued at \$255,360 and the total feed cost was figured at \$84,675. To cover labor costs, interest, depreciation and the like the owners still had \$170,685—\$144 per cow.

This Tillamook association has been in operation for about 12 years, says N. C. Jamison, dairy specialist in charge of cow testing association work for the Oregon Agricultural college extension service. A steady increase in average production has been noted, brought about largely through use of purebred sires, elimination of unprofitable cows, and better feeding practices.

The state agricultural economic conference in considering ways and means of building up Oregon's dairy industry, reported that a most effective means of increasing average production per cow is through keeping systematic records, and that this can best be done through cow testing associations. Tillamook records show the conference was right.

### 96 STAGES REPORT AT THE SALEM STAGE TERMINAL ON AVERAGE DAILY

This Means More Than 300 Passengers Are Handled There Every Day, and a Service Rendered That Is Modern and Cannot Be Had in Any Other Way—They Bring Much Trade to Salem and Do a Great Deal in Building a Bigger and Better City

Over 300 people on an average arrive at and depart from the Salem stage terminal each day, on the 96 stages that report there, and the ticket sales here, at the stage office in the Terminal hotel, which is conducted in connection with the stage terminal, run above \$250 a day on the average.

This figure does not include transfers, many of whom are forced to remain in the city for a short time.

There are at least 56 drivers of these stages, 14 people employed around the terminal station in connection with the stage business, and six taxi drivers. Most of these people have their homes or headquarters in Salem.

It is a New Idea

It is only a few years ago that the present idea of a system of stage lines, operating upon a definite schedule, was conceived, and it is an outgrowth of the old "jitney" which hauled people around the city and made special trips.

These were in demand between towns separated by only a few miles, and they gradually adopted a regular hour of arrival and departure.

Stage lines have opened a new era in transportation. Gone are the days when a traveling man is forced to wait hours for a train

after having been forced to spend only a comparatively few minutes transacting business in one town. Instead of waiting he is now able to visit several customers in as many towns and still get back home in time for a short visit with his family. New territory has been opened. From the Salem stage terminal tickets are sold direct for southern Oregon points and various beaches, quick connections being assured the passenger.

Make Many Connections

Stages at Roseburg arrive in time to make connections with those for southern Oregon points, including Grants Pass (gateway to the Oregon caves); Medford, the quickest route to Crater Lake, and then on to Ashland and Klamath Falls. This latter trip can now be made in several hours less time than that needed by rail and is shorter. Connections are made from Eugene to Bend, and from there to various eastern Oregon points. In fact, the whole coast is now covered by connecting stage lines.

Besides the Portland-Salem lines coming into and going out of the Salem terminal, there is the line to Eugene and Roseburg and on south, the one to Mill City, to Dallas, Silverton, Independence



Home of MacDonal Auto Co., Packard Agents in Salem; Also Home of Forssell Hupmobile Co.

and Monmouth and McMinnville, and all the coast resort points, like the Tillamook beaches, Coos Bay, etc., have connecting lines. Stages from Seattle to San Diego make Salem calls.

They Bring Much Trade

Mill City trade has been brought to Salem to a large extent by the stages, though formerly it went to Albany, the rail connection. All the other lines bring business to Salem.

Where the stage or jitney formerly picked up its passengers on the street, or had a stand at some designated place, the demand proved so great that cities have been forced to designate a central place to discharge and receive passengers, such as any union depot is maintained by the railroads.

These sublet rooms for restaurants and other concessions and

now the average city stage terminal provides a night's lodging for the traveler and many of the personal articles and attentions that he may demand. This also does its share toward contributing to the volume of the city's business and adds dollars to the payroll in addition to sales to out of town people who otherwise would not spend their money in the city through which they traveled.

Many Improvements Made

There is a \$30,000 terminal building at Eugene, and one costing \$50,000 at Roseburg, owned largely by the same people who control the ones at Salem and Portland and Seattle and other Washington cities.

The stages are all owned individually, mostly by the men who drive them. They have a cooperative arrangement, all working to-

gether. Eight new Pigeon stages are on the lines running south from Salem. The new equipment on these lines has cost about \$100,000; counting the district from Salem to Ashland. There is a lot of new equipment on the line between Salem and Portland; three or four big new stages.

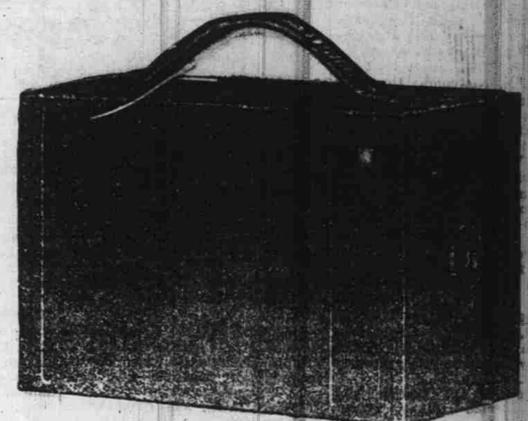
The owners of the stages pay the terminal people according to the number of stages and the cash handled for the tickets.

The stage people of Oregon have formed themselves into the Oregon Motor Stage association, of which J. M. Hutson is secretary and manager, his office being in Portland.

W. W. Chadwick is the manager of the Salem terminal; Richard Shepard at Eugene; W. A. Cummings at Roseburg, and J. S. Sneed at Portland.

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