

IN ANCIENT PALESTINE SOUTH OF THE LAND OF THE PHOENICIANS, LIVED THE HEBREWS. THEY WERE A SMALL SEMITIC NATION WHICH THOUGH OVERSHADOWED BY MANY COMPETITORS, WAS DESTINED TO EXERT GREAT INFLUENCE ON LATER GENERATIONS.

THOUGH THE HEBREWS CAN NOT BE COMPARED TO THE EGYPTIANS OR BABYLONIANS FOR THEIR CULTURE, INDUSTRY OR CONQUESTS, THEY FAR SURPASSED ALL OTHER ANCIENT NATIONS IN THEIR MORAL AND RELIGIOUS TEACHINGS.

OF THE EARLIEST HISTORY OF THE HEBREWS PRACTICALLY NOTHING IS KNOWN. THEY WERE AT FIRST WANDERING SHEPHERDS AND LEFT NO MATERIAL REMAINS. THEY DO NOT APPEAR AS A HISTORIC PEOPLE UNTIL ABOUT 1020 B. C. OUR ONLY SOURCE OF INFORMATION REGARDING THEIR ORIGIN AND EARLY WANDERINGS IS THE HEBREW TRADITIONS PRESERVED IN THE OLD TESTAMENT.

HIGH LIGHTS OF HISTORY The Story of the Hebrews—Traditional Origin. By J. CARROLL MANSFIELD

THE ANCIENT HEBREWS TRACED THEIR DESCENT FROM ABRAHAM, A MAN LIVING IN THE CITY OF UR OF THE CHALDEES (IN LOWER BABYLONIA). ABRAHAM BECAME DISSATISFIED WITH THE BABYLONIAN WORSHIP OF MANY GODS.



ACCORDING TO THE TRADITION, ABRAHAM, INSPIRED BY THE BELIEF THAT THERE WAS BUT ONE TRUE GOD, LEFT CHALDEA WITH ALL HIS KINSMEN, AND SET OUT TO FIND A "PROMISED LAND" WHERE THEY WERE TO FOUND A NEW NATION.



WANDERING TO THE WEST, ABRAHAM AND HIS FOLLOWERS CAME TO EGYPT. JUST AT THAT TIME A PESTILENCE SWEEPED THE LAND. THE EGYPTIANS THOUGHT THE HEBREWS WERE RESPONSIBLE FOR THE PLAGUE AND SENT THEM OUT OF THE COUNTRY.



FINALLY, THE HEBREWS SETTLED IN THE VALE OF HEBRON IN THE LAND OF CANAAN (PALESTINE). HERE THEY GREW IN NUMBERS UNTIL THEY FORMED A LARGE TRIBE, AND GREW RICH IN FLOCKS AND HERDS.



AMONG THE HEBREWS WAS A YOUTH NAMED JOSEPH. THE FAVORITE SON OF JACOB, JOSEPH'S BROTHERS WERE JEALOUS OF THE FAVOR SHOWN THE LAD BY THEIR FATHER. THEY PLOTTED TO KILL JOSEPH, BUT RELENTED AND SOLD HIM INTO SLAVERY TO SOME WANDERING TRADERS WHO WERE BOUND FOR EGYPT.



IN EGYPT JOSEPH WAS SOLD TO AN OFFICIAL OF THE PHAROAH'S COURT, WHOM HE SERVED FAITHFULLY, ONLY TO BE CAST INTO PRISON ON A FALSE ACCUSATION. LATER, HE WAS CALLED UPON TO INTERPRET TWO STRANGE DREAMS THAT HAD DISTURBED THE KING.



JOSEPH INTERPRETED THE KING'S DREAMS AS OMENS OF AN APPROACHING PERIOD OF GREAT FAMINE, AND MADE SUCH EXCELLENT SUGGESTIONS AS TO WHAT STEPS SHOULD BE TAKEN TO MEET THE EMERGENCY, THAT THE PHAROAH APPOINTED THE YOUNG HEBREW FOOD ADMINISTRATOR OF EGYPT.



JOSEPH AT ONCE SET TO WORK TO DIRECT THE STORING OF GRAIN, AND WHEN THE LONG EXPECTED FAMINE ARRIVED, THE GRANARIES OF EGYPT HAD BEEN FILLED.



THE FAMINE SPREAD TO CANAAN, AND THE HEBREWS WERE FORCED TO SEEK FOOD IN EGYPT. JOSEPH NOBLY FORGAVE HIS HUNGRY KINSMEN FOR THE WRONGS THEY HAD DONE HIM, AND NOT ONLY SUPPLIED THEM WITH FOOD, BUT SECURED PERMISSION FOR THE TRIBE TO SETTLE IN THE PROVINCE OF GOSHEN.



THE THEORY HAS BEEN ADVANCED THAT THE HEBREWS MIGHT HAVE ENTERED EGYPT DURING THE OCCUPATION BY THE HYKSOS (SUGAR-HED KING) WHO WERE ALSO SEMITES. HOWEVER, NO MENTION IS MADE OF THE HEBREWS IN EGYPTIAN INSCRIPTIONS UNTIL IN THE TEL-EL AMARNA CORRESPONDENCE OF AMENHOTEP IV. REFERENCE IS MADE TO KHABIRI (HEBREW) TRIBESMEN IN SOUTHERN PALESTINE (ABOUT 1420 B. C.)

THE OLD TESTAMENT STORY TELLS HOW THE HEBREWS LIVED HAPPILY IN GOSHEN, UNTIL THERE AROSE A NEW LINE OF KINGS WHO DROVE THEM FROM THEIR PEACEFUL HOMES INTO BONDAGE.



FOR MANY YEARS THE HEBREWS WERE HELD IN SLAVERY, FORCED TO PERFORM THE HARDEST TASKS, AND EVER TOILING UNDER THE HOT SUN AND THE WHIPS OF CRUEL TASKMASTERS.



If You Save This Page Each Week You Will Have a Complete History of Man.

800,000 PERSONS SEE TRAVELER CAR

Auto Nearing Pacific Coast; 19 States Visited so Far on Present Trip

With less than two months and a half almost a million people in more than 200 cities and towns have seen the famous 100,000 mile Oakland Six sedan, now on its 20,000 mile trip around the country in the course of its second severe test.

Starting from Detroit February 1, after it had already undergone a severe motor test on a treadmill by running 100,000 miles in 163 days, the car went south and east, touching 19 states by the time it had reached Texas the first week in April. In that time it has traveled about 6000 miles. It is now on its western loop of a geographical figure 8 around the country.

In Boston alone, newspaper men estimated that 200,000 residents of the Hub city peered at its narrow streets at the noon hour on Saturday and saw the car escorted by a 70-piece band, mounted police and a fleet of its sister cars.

In New York, another 100,000 watched the car on its way to be received at the city hall, and at Philadelphia, 100,000 lined famous old Market street and watched the car roll by.

Thousands in towns and hamlets have inspected the car. Whether they were city folk or comfortable residents of rural sections, they displayed a keen interest.

Charles E. Planck, manager of the tour, and Earl R. Schnorr, driver of the car, have reported that all of America they have seen on the trip is auto-wise. In New York the snappy young gentleman in spats and a hard hat was interested as much in the car and its accomplishments as he was in the outcome of the play censorship on Broadway, and in the smaller towns along streets "overlaid with familiar trees and paved with contentment," where the populace took its unhurried examination of the car, there was likewise the same interest.

Perhaps New York, Philadelphia, Boston and Milwaukee, like the other great cities visited by the Oakland, took an even keener interest than residents of the smaller cities. New Yorkers abandoned their shop windows to see what was happening as the car passed by. Bostonians cast away their reserve and used their program proper diction in discussing the car, while those in the city of Brotherly Love smiled

kindly and looked till the car had moved out of sight.

In the smaller towns, the restraint was a little stronger. Neighbors were not keen to be seen displaying too much interest in a curiosity arousing project. They asked questions quietly and betrayed a dignified interest. But they understood the automobile. The harmonic balancer was no secret to them, nor was the rubber silenced chassis, the latest Oakland device to prevent vibration, "so much Greek." Even the women of this America know their automobiles, and talked intelligently about mileage, roadability, fuel consumption and longevity in the modern car.

For more than 6,000 miles, the car has left the pavement but a few times, indicating the progress being made in this country to facilitate motoring. Through one county in Indiana, between Shelbyville and New Albany, a stretch of muddy road slowed down its progress. This was a detour caused by the presence of 12 army trucks which had cut up the regular road and become mired. Throughout Kentucky, Ohio, Pennsylvania, Maryland, New Jersey, New York, Connecticut, Massachusetts, Illinois, Wisconsin and Missouri, the travelers rolled along comfortably. The car had one puncture so far on this trip.

The route from Kansas City includes Topeka, Hutchinson, Wichita, Oklahoma City, Dallas, Fort Worth, Waco, Houston, Austin, San Antonio, El Paso, Phoenix, San Diego, Los Angeles, San Francisco, Sacramento, Salem, Portland, Seattle, Spokane, Butte, Bismarck, Fargo, Duluth, Minneapolis, St. Paul, Omaha, Des Moines, Dubuque, Rockford, Chicago, Kalamazoo, Battle Creek, Jackson, Ann Arbor, Pontiac and Detroit.

The car will arrive in Detroit May 30.

BUSH NAMED AIDE IN COAST OFFICE

Chevrolet Sales Management Rewards Portland Man for Able Service

In accordance with factory policy of promoting members of its nation-wide organization when ever the opportunity is presented R. W. Bush has been chosen as assistant by W. J. Richmond, sales manager of the Chevrolet Motor company for the Pacific Northwest zone. Though the announcement has been withheld until this time, Mr. Bush's appointment to his present important position became effective on April 15, at which time A. Parker, formerly the assistant to Mr. Richmond, assumed the position of sales manager of the new Chevrolet sales zone of which Butte, Montana, is the headquarters.

The new lieutenant of the Northwest zone executive has been in the service of the company about five years, first as regular division representative in Portland and afterward as manager of dealer development work. Approximately a year ago he was advanced to the position of special representative. This gave him the entire zone as a field of operation and the familiarity with factory and dealer affairs which logically placed him in line for further elevation when the time arrived.

"Mr. Bush is capable, loyal and devoted to duty," said Mr. Richmond, "and by reason of his experience was in direct line for promotion. I have every confidence in his ability to perform as well in his present position as he did in those of lesser importance. Every dealer in the Northwest field will have an ally in Mr. Bush, a good part of whose time will be spent in personal contact in the territory."

Radio Card Shower Deluges Noted Aged "Little Mother"

A deluge of birthday cards and messages of best wishes was received recently by Mrs. Helen Eaton, the "Little Mother of the Niles, California Home for Aged, on her ninety-third birthday. The messages came from every section of the Pacific coast, and from as far east as Pennsylvania, in answer to an announcement of the aged woman's birthday made by Hugh Barrett Bobbs, director of the KPO "Happy Hour" during one of the daily 8 to 9 o'clock programs. The aged woman was almost overwhelmed when the messages from the radio audience arrived. The "Happy Hour" programs are sponsored by the Sperly Flour company and are broadcast especially for the "shut-ins."

Automobiles Accomplish Social-Economic Change

"Good roads, lead to live towns," says Wellington Brink in Farm and Ranch, "and farmers living along improved highways have better markets—closer markets—than those of the mud-logged yesterdays. If automobiles had done nothing more than grid-iron this prosperous land with lines of gravel, brick, macadam and concrete they would have accomplished a social and economic transformation unequalled by any other material force in all recorded history."—Motor Chat.

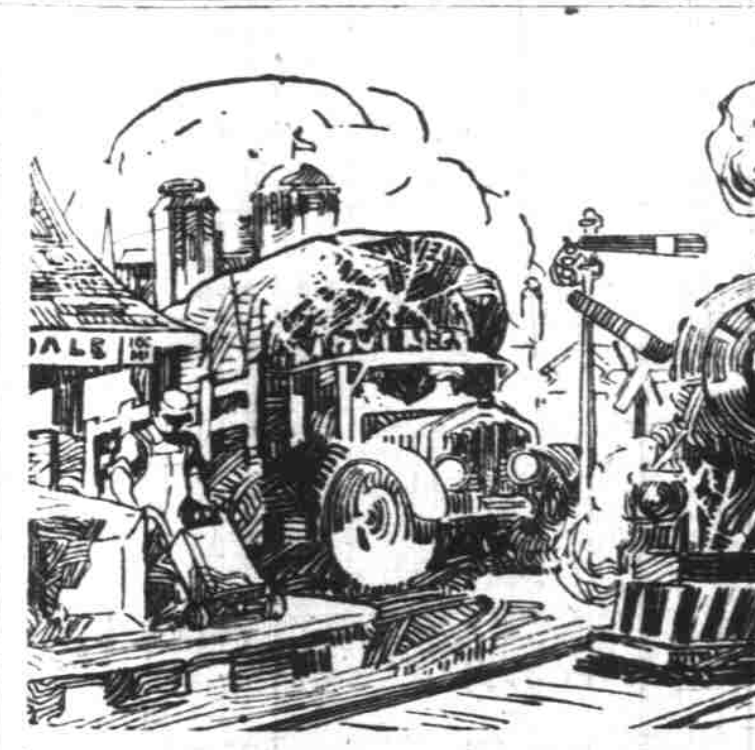
Rough Textured Wall Finishes Easily Gotten

Textured interior finishes according to noted interior decorators, are not merely a fad, and as such doomed to early obscurity, but are a distinct contribution to the art of lovely interiors. Furthermore, they have a historical background in that textured interiors were a part of almost all great architectural periods—the Greek, Italian, Spanish, French, English, etc.

Such finishes have physical as well as aesthetic qualities to recommend them. A textured wall and ceiling, for example, break up and soften light waves and thus "tone" the atmosphere of a room. They also break up sound waves and thus improve a room's acoustics. And a textured finish can be washed down when soiled, which eliminates the need for redecorating.

One of the simplest ways to produce a textured finish is to use a plastic paint. This material comes in the form of a white powder and is mixed with water and proper color before application. After it is on the walls or ceiling, and while it is still "tacky," the texture is produced with a kitchen spoon, a crumpled piece of paper, a sponge or some commonplace instrument.

Classified Ads Bring Results

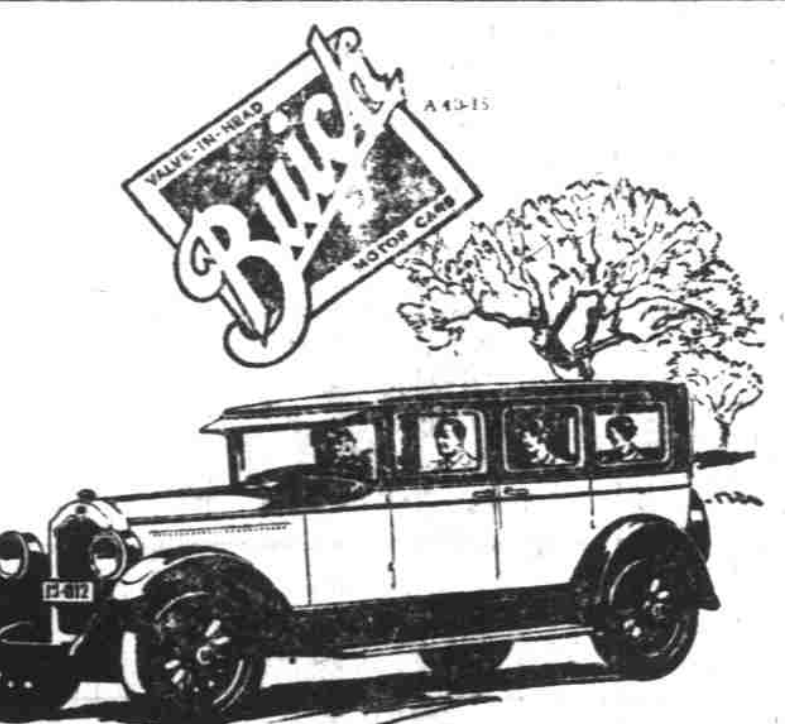


Answering the Ignition Problems of Gasoline Driven Transportation the BURRELL WAY

With equipment to meet any and every ignition and battery demand—skilled and experienced use of genuine replacement parts only—and a genuine desire to get ahead by giving a class of fine service that no one else in this line can duplicate. We conduct a friendly business as well as an efficient one and we are always glad to talk your problems in our line over with you.

"Genuine Parts Are Better—Ask the Man With the Wooden Leg"

E. H. BURRELL Battery and Electrical Service
238 North High Street Telephone 203



Spring is calling—buy a Buick now

Glorious spring days, marvelous spring nights, are calling you. Make them yield the greatest measure of enjoyment—drive a Buick. Soar over the crest of a hill, flash through the countryside, Buick's Six-Cylinder, Valve-in-Head engine delivers a smooth, even flow of power—vibrationless beyond belief at every point on the speedometer.

Buy a Buick, for style and comfort, for finer performance, for sterling dependability—and for greater value.

Otto J. Wilson
388 North Commercial Telephone 220
WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

"FRIENDLY"

Far Reaching Security for Your Investment Dollar

EVERY hamlet and town, every settlement and farm is fast being reached by electricity. To those who have invested or contemplate investing their savings in public utility securities, this growth is most gratifying. Once Electricity enters a community, it becomes a necessity, and the more deeply enrooted the service becomes in our whole nation, the greater the value of your investment.

As you watch this network of transmission towers weaving itself into the very life of your community, as well as of every other community in the United States, you can feel the satisfaction of having an interest in this great development, and the important part it plays in lifting burdens and turning the wheels of progress. The prosperity of the public utilities now and in the future is your prosperity.

Public Utility Securities

are the safest and best long-time investments for future independence. Ask about our savings-investment plan.

INVESTMENT DEPARTMENT
237 N. Liberty St. — Salem, Ore.

Portland Electric Power Co.
Division Offices at:
Salem, Oregon City, Gresham, Hillsboro and St. Helens, Oregon, and Vancouver, Washington