

The Right Talk

(Umpqua Valley News)

Our old time friend, L. Samuels, of Portland, has something to say on the question of loyalty to home institutions, and as usual he hits the nail pretty squarely on the head. In speaking about some of the conditions as he found them, he said among other things:

"Only last week, I noticed that during three days the foreign made checks of 33 Oregon banks passed through my place of business. It seems incomprehensible to me that an institution as closely identified and as much dependent upon the growth and prosperity of this state as is one of its banks, should send out of the state to have its checks printed when there are dozens of printing establishments in Oregon that can do the work just as well and just as cheaply as can the printers of California, Washington, or New York.

"A Portland man told me the other day that he had seen an advertisement by the Washington state board of control asking for bids to furnish soap to the institutions of that state. He wrote the secretary of the board of control and asked for specifications, stating that he wanted to submit bids to furnish this soap.

"Here is what the secretary said in reply: 'I am sorry, sir, that I cannot furnish you with the specifications you want, but the state of Washington buys only Washington made goods, when it is possible to get them. We have a number of soap factories in Washington and we only desire bids submitted from them; we can't use Oregon soap in Washington institutions. It doesn't pay.'

"Did you ever hear of an Oregon state or county officer taking this view of affairs? I never did. Oregon has precious little chance to sell anything in California, either to state or county officials or to private individuals for that matter, if the thing wanted is made in California. That's the first question they ask down there.

"California will let you boost their game all you want to, but when it comes to selling them something they are not there, if they can get what they want in California. The same condition exists in the state of Washington. They are loyal to their home state across the Columbia, and they go right down the line for it all the time.

"If Oregon people will support these Oregon industries and Oregon merchants and Oregon factories that are already established in the state, we can stop for a while advertising for more factories and more industries. We would be immensely more prosperous than we are if we would just stand loyally by those institutions that we already have, but we will never be prosperous until we learn to do this."

LEADER FOR \$1.50

PLAN TO ADVERTISE OREGON PRODUCTS

(Continued From Page One)

ers to gain the goal. The money annually expended for cheap oratory in an endeavor to persuade consumption of state products is practically thrown to the winds. The sooner the penny promoters realize the true condition of affairs the sooner all Oregon will be benefited.—Editorial in Polk County Observer, June 23rd, by Lew Cates.

The Knocker's Prayer

We have often imagined that if some fellows we have in mind would ever attempt a prayer it would be something on the line of the following:

"Lord, please don't let this town grow. I've lived here for thirty years and during that time I've fought every public improvement. I've knocked everything and everybody, no firm or individual has established a business here without me doing all I could to put them out of business. I've used every underhanded method known to the knocking fraternity, to injure their business. I've lied about them and would have stolen from them if I had the courage. I have done all I could to keep the town from growing, never have I spoken a good word for it, but instead I have knocked hard and often.

It pains me, O Lord, to see that in spite of my knocking this town is beginning to grow. Some day I fear I will be called upon to put down sidewalks in front of my property, and who knows but what I may have to help keep up the streets that run by my premises? This, Lord, would be more than I could bear. It would cost me money, and I could not afford to pay out any money, though all I have was made right here in this town.

Then too, more people might come if the town begins to grow, which would cause me to lose some of my pull. I ask, therefore, to keep this town at a standstill, that I may continue to be the chief knocker. Amen."—Exchange.

Grange Lecture Hour

The Grange Opening Meeting and Lecture Hour will be at 3:00 o'clock instead of 1:30, as heretofore. The program will consist of Music, Readings and a Discussion of the Topic: "Good Cooking, What It Means in the Home; Plain, Every-day Cooking; Cooking as a Science." Free For All: "How a Man Thinks He WOULD Cook; How He DOES Cook." Everybody invited. Date Saturday, Aug. 15.

Take notice of the new ad of the Winton Motor Car Co. of Portland, in the Leader today, and watch for their future announcements.



Photo © 1912, by Marceau.

Mrs. Woodrow Wilson

Wife of the President of the United States, who died after a brief illness at the White House, Washington, D. C. Friday August 7, 1914.

STUDYING ROAD CONDITIONS.

Department of Agriculture Aiding Local Road Building.

The purpose of a study undertaken by the department of agriculture is to discover the points of excellence and defects in existing local methods of building and maintaining roads, which will aid the state authorities to put local road management on a systematized basis. The co-operating state authorities have been asked to designate counties that present typical and exceptional features as to topography, character of road materials, methods of construction and maintenance, administrative organization, methods of road financing and traffic conditions.

This investigation is prompted by the fact that there is at present very little knowledge as to the most effective and economical methods by which a county can develop its roads. At present the methods of financing local road improvements vary from calling on farmers for a certain number of days' labor in lieu of a road tax or the use of county prisoners in road construction to bond issues or maintenance of roads from dramshop license funds.

The department will study all of these systems with the view to determining what system or combination of systems works best in actual practice.

There is, moreover, at present no standard system of keeping accounts for road building and maintenance, and as a result, while some counties know to a penny the purpose for which money was spent, others have no definite check or reporting system. Among various counties with the same conditions cost for excavation or other labor is anything but uniform, and many counties, because of the absence of definite knowledge, fail to use local and cheap materials and construct roads which are unnecessarily expensive for their purpose or which will wear out before the bond issues are redeemed. The investigation will include a careful study of the use of convict labor in road construction.

The heads of state highway departments are manifesting great interest and are co-operating cordially in this work. The data, when obtained, will be published.

STREET PAVING IN JAPAN.

Modern Methods Practically Unknown Throughout the Country.

According to a report from United States Consul General Skidmore, modern street paving is as yet practically unknown throughout Japan. The usual Japanese street has no sidewalk pavements, and no attempts have been made to provide separate roadways for pedestrians outside the business districts of the more important cities.

These streets have no artificial pavings, they are usually macadamized in as cheap a way as possible and are shockingly bad at all times of the year in the congested traffic districts. In the city of Tokyo, population some 2,000,000, there is only one steam roller employed on these pavings and that is usually out of order.

In Yokohama a few of the business streets have cement sidewalks, but none of the streets is paved. Yokohama has a population of about 400,000 and street mileage about equal to that of any city of like population in the United States.

A few experiments in street paving have been carried on in Tokyo under supervision of the city authorities, but only a scant three miles have so far been paved, and this paving has been done with wooden blocks coated with a very thin covering of asphalt. The streets so paved are already showing signs of hard wear.

The main business street of Tokyo, the Ginza-dori, the Broadway of Japan, has cement sidewalks on both sides of the main roadway. The Ginza is a broad street and has a large traffic. The laying of cement sidewalks in Tokyo is gradually being extended and will undoubtedly be greatly augmented as the plan for widening the streets of the capital is gradually carried out. The rapid increase in traffic of all kinds, especially motor traffic, is playing havoc with the roadways, and the necessity for more durable pavings is becoming more and more apparent to the authorities. All the streets now paved with cement have cement curbs. I know of no residence streets paved and few of them have special roadways for pedestrians, says the consul general.

Please give the names of the warships that were with Dewey at Manila bay during the destruction of the Spanish fleet. What was Dewey's flagship?

The ships engaged in the battle were those comprising the Asiatic squadron, which sailed from Hongkong to Manila under orders—viz: Olympia, flagship, Captain Gridley commanding; Boston, Captain Wilder; Concord, Commander Watker; Petrel, Commander Wood; Raleigh, Captain Coghlan; Baltimore, Captain Dyer.

According to the generally accepted definition, a "Patriot" is a man who shoulders a gun in defense of his country. A better definition may be found on Page Six.

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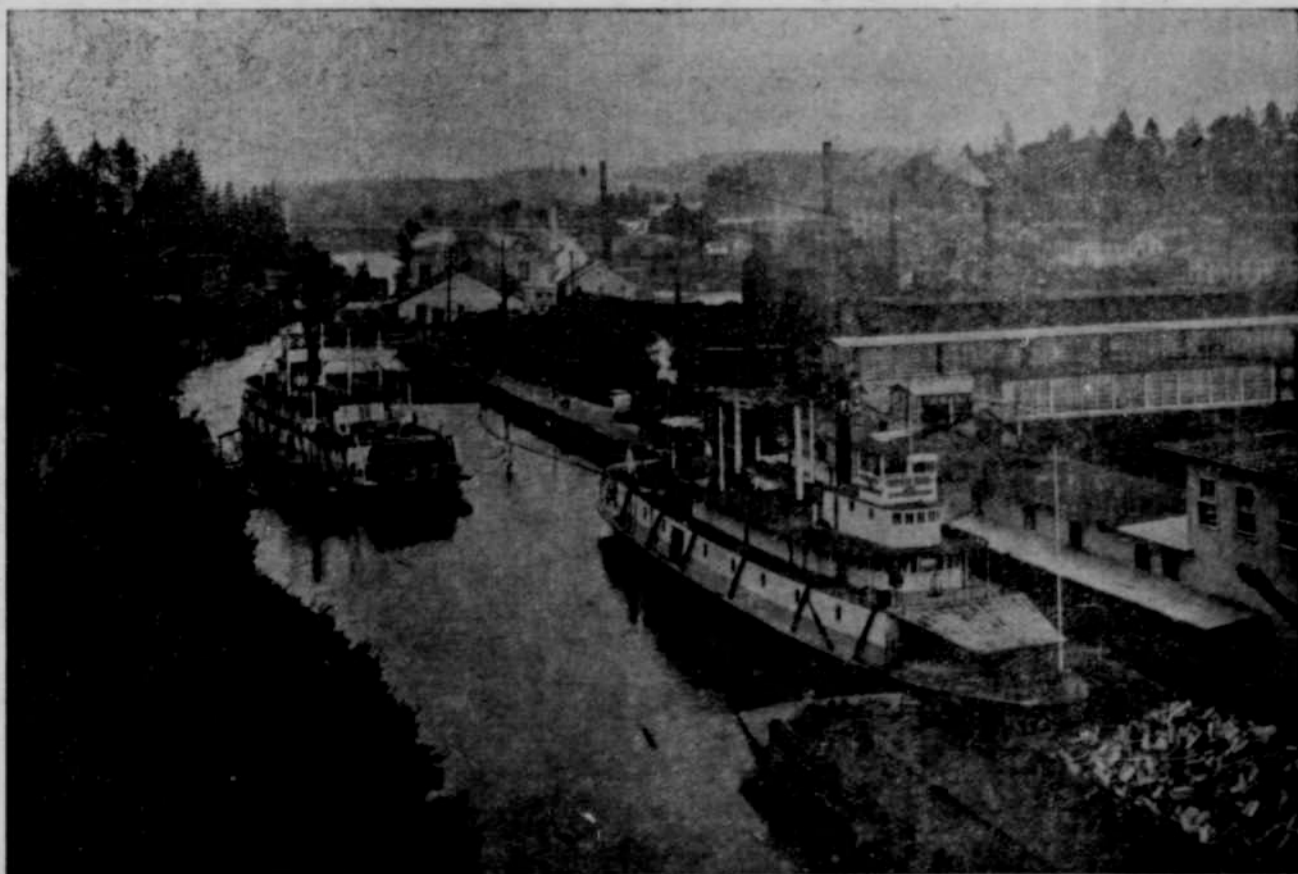
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