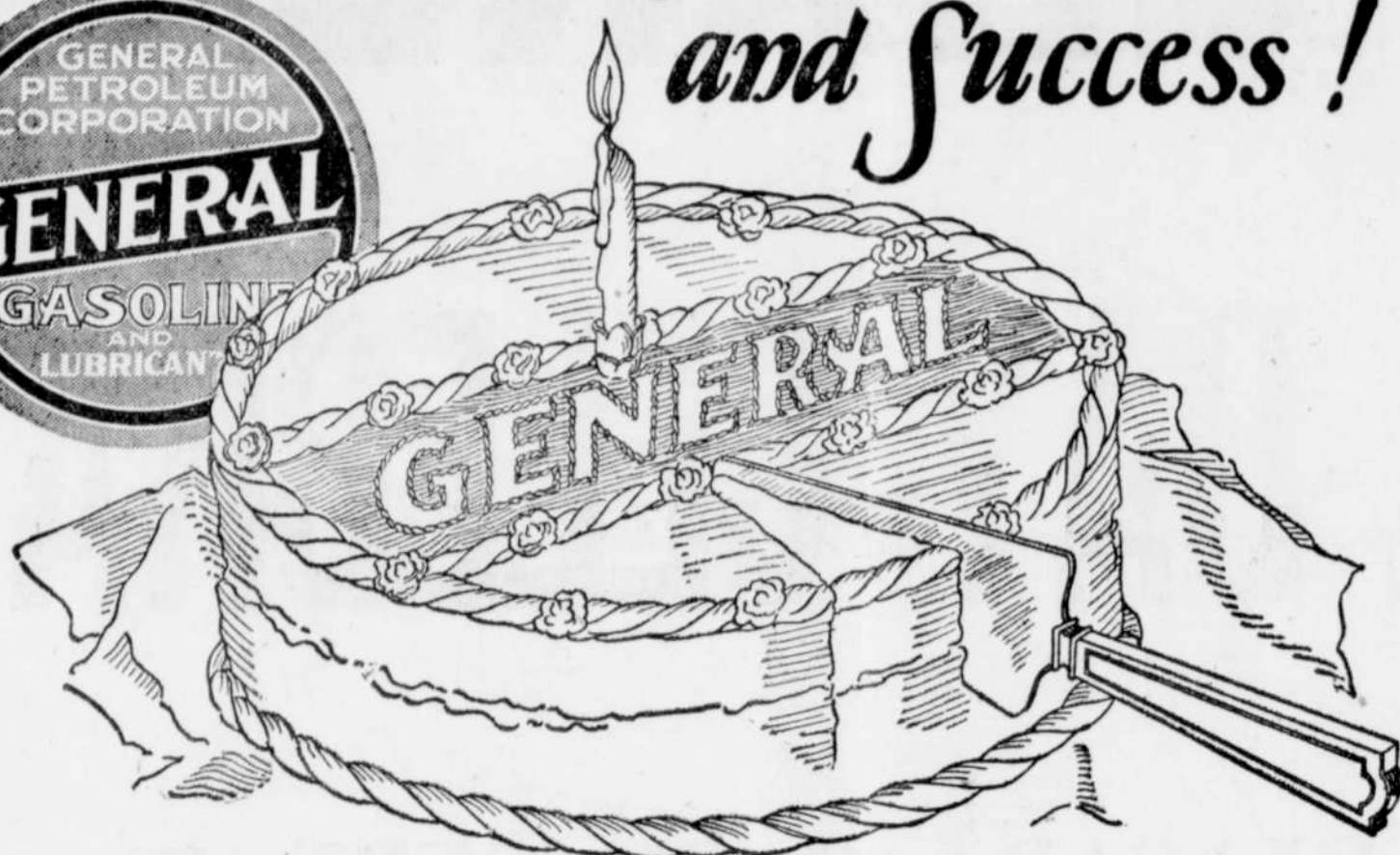
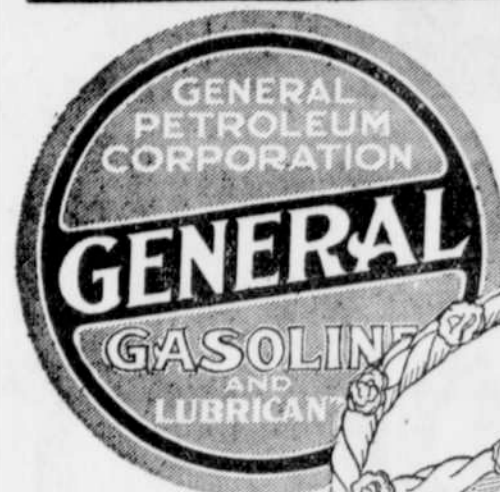


A YEAR of SERVICE



and Success!

PORTLAND first welcomed GENERAL Gasoline one year ago! On August 28, 1924, the first Portland motorist drove up to a station displaying the now famous Green-and-White Sign and fuelled his car with GENERAL.

No extravagant claims were made for GENERAL. It was allowed to speak for itself. The public was told that GENERAL was like the good, old-fashioned gasoline of years ago but made by the most efficient, modern process known. This request was made: "Fill Up Your Tank and Let Your ENGINE Decide!"

The remarkable success of GENERAL is due to the fact that it is fine, old-style gasoline made by a unique, modern process which gives it "balance" according to definite specifications. It starts quick, assures maximum mileage, gives full power and burns cleanly and completely. Its quality never is permitted to vary a hair's breadth.

GENERAL is sold only by selected, Authorized, Independent Dealers. You can depend on GENERAL always as fine gasoline made efficiently and distributed economically. If you haven't tried it yet, right NOW is the time to get acquainted. Just—

"Fill Up Your Tank and Let Your ENGINE Decide!"

GENERAL GASOLINE and Lubricants

Authorized Independent Dealers Who Sell GENERAL Gasoline

Ed's Service Station
Estacada Oregon

Grasshopper as Food Popular in the East

Every one knows that cats catch grasshoppers and eat them with great relish, though housewives will tell you that they grow thin on that diet. Fabre, the famous naturalist, believes that grasshoppers and similar insects would be palatable food for human beings, too, and in one of his books, says Mr. Percy F. Bicknell, he quoted with approval this passage from General Daumas' book, "The Great Desert," explaining in a footnote that the grasshopper (cauterelle) referred to is more exactly the cricket, which must not be confused with the true grasshopper:

"The grasshopper is good eating both for men and for camels. Either fresh or pickled, it is eaten after the feet, the wings and the head have been removed; the rest is broiled or else stewed and served up in the form of meat balls. After being dried in the sun it is ground to powder, which may be stirred into milk or made into dough and then fried in fat or butter with salt.

"Camels greatly like to eat grasshoppers, which are served to them either dried or after being roasted in a heap in a large hole between two layers of live coals. The negroes also eat them cooked in that way.

"The Virgin Mary, having asked God for some meat that should have no blood, He sent her some grasshoppers.

"The wives of the prophets, when anyone sent them a present of grasshoppers, always shared them with the other women.

"The Calif Omar, one day when he was asked whether the use of grasshoppers for food was permitted, replied: 'I should like to have a basketful of them to eat.'

"From all this testimony it is clearly evident that by the grace of God grasshoppers were given to man for food."
—Youth's Companion.

Modern Tower of Babel Located in New York

There may be uncertainty still as to the site of the Garden of Eden, but there need be none as to that of the Tower of Babel; it was just a little north and east of the Woolworth tower.

A few days ago a friend of mine paid me a visit, not so much to enjoy the privilege of converse with me as to exhale his indignation at the language heard on the streets of Manhattan.

He controlled his temper long enough to repeat the sounds he had overheard. They were as follows—as far as I am able to produce them:

"Jeet?"
"Yep."
"Java?"
"Negnapple."
I had to pretend; but I was at last able to interpret for him:
"Did you eat?"
"Yes."
"What did you have?"
"An egg and an apple."
"That," I said, "is lower East side New Yorkese. But it isn't really worse than the Somersetshire dialect or Venetian, is it?—Mr. Smith in International Book Review.

Niblick Overworked

Two novices were enjoying a round of golf. One player sliced into a huge bunker, and after some time, when he failed to appear, his opponent went in search of him.

The latter was found seated on a hummock outside the bunker, which showed signs of heavy attack.

"What are you doing?" exclaimed the other.

"Oh, it's all right, old man," replied the beginner. "But my niblick's got a bit overheated."

Ruthless Slaughter

The biological survey says that market hunters were probably the direct cause of the extinction of the passenger pigeons. These birds were so-called colony birds and nested in great quantities in certain vicinities. This made it possible for hunters to wipe out great numbers with very little effort. There are many traditions accounting for the extinction of these birds, one being that forest fires in woods where they roosted destroyed great numbers.

That Pleased Him

Terrible discords were issuing from the adjoining room. The caller sat up apprehensively. "Never mind," smiled Mrs. Brown, "it's only my small son practicing on the piano." The caller relaxed and sat back. "Does he enjoy it?" she asked. The food mother smiled a bit more broadly. "Not at first," she admitted, "but then the neighbors complained."

Rutabaga's Introduction

The rutabaga is said to have been introduced into Scotland about 1751-52, and into England in 1790. It is mentioned in 1806 by MacMahon as in American gardens, and in 1817 there is a record of an acre of the crop in Illinois. The vernacular names all indicate an origin in Sweden or northern Europe. It is sometimes called hanover, as one variety was grown in Hanover, Germany.

Necessary Deception

How many people have applied to themselves the lesson of "She Stoops to Conquer." Oliver Goldsmith's famous comedy. The heroine made herself appear to give up her undertaking, but she really didn't. Frequently in life men must do likewise in order to win.—Grit.

U. S. TRADE FUTURE IN SOUTH AMERICA

The most natural and the most promising field for American enterprise and investment is in this hemisphere, according to the National Republic.

"The Department of Commerce," says the National Republic, in a special article in the August number, "reports that our trade with Latin-America has increased tremendously in recent years. Nearly 30 per cent of our imports come from that quarter. Nearly half our foreign investment independent of foreign securities was in that region last year.

"There was a time when the Latin American republics were under suspicion by American investors because of the instability of government. But European governments have been during the last few years less stable and dependable than those of our sister republics of this hemisphere. Of all of these republics Mexico is the only one with what appears to be a chronic tendency toward political disorder. And Mexico will yet learn that prosperity and progress are to be preferred to chronic revolution and lawlessness, as the more enlightened republics of the hemisphere learned long ago.

"The spirit of America has been that of the pioneer, the developer. In the conquest of this continent Americans have shown that they possess peculiar qualifications for the development of resources and the creation of means of transportation and distribution. Ours is primarily a land of the future rather than a trading nation. The United States is today the greatest reservoir of capital in the world. It has the means and the men necessary to the development of the new lands of this hemisphere, rich in resources and poor in the means of realizing upon them.

"Our opportunity in Central and South America is not that of the pioneer, seeking only to amass wealth to be exported to the homeland, but

that of the investor and developer, whose efforts will create wealth, growth and a higher standard of economic life within these neighbor nations. A due regard for the national and racial loyalties of the people of the Latin-American republics and for their material interests as well, must accompany American participation in finance and industry there.

"The interests of the United States lie in the direction of the growth in wealth and population of the Latin-American republics and in the heightening of their economic standards. That we have designs upon the territory of exclusive control of the resources of these nations is a claim given the lie by the facts of history and by the dominant sentiment of the people of this country as every American knows them.

"We need a strengthening of the ties of good will between the United States and the other republics of this hemisphere. Better transportation facilities between our ports and theirs, more American travel in Central and South American countries, and more visitors from these lands in our own republic would be potent factors in bringing about this better understanding.

"The future of the United States is wrapped up in the future of the American republics, and theirs in ours. The sooner this close and friendly relationship is recognized as inevitable; the sooner we begin to cement more closely the ties of commercial intercourse and friendly cooperation for ends mutually beneficial, the sooner the new world will enter upon its destined era of world leadership, not in military and naval force, but in the activities which promote human prosperity and progress."

EVERYDAY PHILOSOPHY

Sunset Magazine poses the question: "Are you a lawbreaker? Of course you are! How could you hope to obey all the laws passed by your

city, your state and your national congress? If you should employ the most able lawyer in the land to guide you, he could not read fast enough to keep informed as to the new legislation and multiplicity of court decisions." * * * Since we can't even hope to know what all the laws are, it follows that we must violate many of them, says The Magazine.

Charles Alexander, editor of the Albany, Oregon, Democrat, poet, novelist, critic literary editor, says we must, by the terms of necessity, use our own discretion and be our own judges of what is proper and what is wrong." The fact that a thing is law no longer impresses us. * * * "The man who craves a drink and can get it," says The Magazine, "feels no moral restraint. Tell him that he is a lawbreaker and he will laugh and cite instances to prove that you, too, are a lawbreaker." * * * This is an indictment hard to escape, says Philosopher Alexander. It is a true indictment, one into which enters not alone the idle pomposity of American laws in trivial matters, but also the official lack of recognition of fundamental tendencies in the individual which make toward his decent treatment of his fellow citizen."

* * * Hear him further: "Take the traffic law. If 40 miles an hour is needed to make a hill ahead on high gear, and the way is clear and safe, 95 per cent of the drivers will speed to 40 miles or more. It is a matter of their own judgment. * * * A regard for fundamentals is the greatest attribute of any fundamentally free people, the enforcement of detailed regulations is a sign of the unfree surf.

"The more laws that are passed, the less effective they will become." Truth is the middle ground, the no-man's-land where so few ever venture. Law is good. Too little law is bad—too much law is bad. A sensible amount of law is just right. * * * In America we have altogether

to much law, and illustrations cited are merely examples of what obtains in a dozen other departments of daily endeavor.

AFFECTED BY PICKING

Both quality and amount of fruit are affected by the time and manner of harvesting. Fruit loses weight when taken from the tree, and this loss in storage may be as great as 15 per cent. The two factors that cause this loss, as reported by the Oregon experiment station, are loss of moisture and natural decomposition.

Loss through decomposition of winter apples rightly stored is very small, so the main loss is from evaporation. This is governed by the humidity, aeration, temperature, the time of picking, condition of the skins and kind and variety of fruit.

Lack of moisture in the air is the leading cause of heavy evaporation. With humidity at 85 to 90 per cent loss of weight in winter apples was practically nothing over a period of seven months. If gathered in low humidity the fruit may lose considerable weight in the orchard or packing house. Bartlett pears lost four per cent when left four days under the trees in exceptionally dry weather. Much of the loss can be prevented by covering the boxes with wet canvas.

The heavy moisture loss wilts the fruit and damages its appearance. No indication was found that this wilted fruit goes down more rapidly, or loses texture and juiciness. It seems to be slightly more resistant to decay.

If the fruit is picked too immature it wilts more than if picked at the right time. The type of wrappers used on pears had but little influence on the rate of evaporation.

Loss of weight of pears evidently was steady at about the same rate throughout the storage season.

If you haven't subscribed, why don't you get busy?

INCREASED EFFICIENCY OFFSETS ADDED EXPENSE

By the use of gas and electricity railroads are reducing cost of repairs and increasing efficiency in freight yards.

A number of railroads over the country are using gas, turned into heat-treating furnaces and portable blow torches. It has been found possible by using gas to salvage much rolling stock and other material which had formerly been scrapped.

Last year a large railroad installed a scientific system of electric flood lights in its classification freight yard. After several months operation a comparison of freight handled during this period with that handled in a similar previous period was made. It was found that number of cars handled at night had increased 15 1/2 per cent and average cost of damage to cars handled at night had decreased 21 per cent.

NOT YET BACK NUMBERS

On a general showing of facts as they are leaking out in many cities it doesn't look as if the street car was a back number.

Questionnaires have been sent out in a number of cities like Philadelphia, Buffalo, Baltimore, Boston and Washington, showing quite the contrary is the case.

Reliable statistics show that 90 to 95 per cent of all the people who live in the larger cities use street cars regularly.

Inquiries in 21 principal cities over 25,000 busy people taking the trouble to report show that 80 per cent of motor car users ride on the street cars regularly.

In the large cities named 75 per cent of the owners of high class automobiles used street cars on an average of 28 times a month.

The News latchstring's alias a hangin' out fer ye