

A "Correct" Likeness of Washington



This heroic statue of the commander-in-chief of the first armies of the United States was made for the city of Portland, Oregon, though not yet delivered there by the artist. The western municipality has loaned it to the Sesqui-Centennial International Exposition, opening in Philadelphia June 1 and continuing until December 1, to celebrate 150 years of American independence. At the foot of the sculpture is shown Pompeo Coppini, the sculptor Dr. Henry Waldo Poe, of Portland, declares the face to be the most correct likeness of Washington ever modeled.

FORMER EDITOR TELLS LOCAL PAPER'S HISTORY

Christened "The Estacada News," the first local paper was published in the year of 1905 or '06 by editor Williams in a building less modern and situated where the Marchbank Confectionery now is. According to E. S. Womer, second editor of the paper, the first news was set up in Portland. An old press was then purchased, and the work of publishing a paper was tedious as the type was set by hand. But despite difficulties, the paper was published every Thursday with the same good purpose that it is published today.

On Friday morning, August 21, 1908, E. S. Womer became editor. The new editor gave the paper a new name, "The Estacada Progress" and former editor Williams assisted the new force with the first publication. The first issue, published Aug. 27, 1908, by editor Womer, was sent to the old subscribers. Paul Womer, son of the editor, set the type by hand until he learned the linotype in San Francisco.

Many interesting things can be found in the sheets, yellow with age, that are treasured by the second editor of our local paper, E. S. Womer.

Editor Womer sold the paper to Robert Standish who was editor for about two years. It was then taken over by Upton H. Gibbs, called by the name of "The Eastern Clackamas News," and set up in the same building that it now occupies and was a paper closely resembling the one published by the present editor W. A. Heylman.

AIR SERVICE OF U. S. DEVELOPING RAPIDLY

The amazing development of the air mail service is recounted in an interesting manner in the National Republic by H. O. Bishop, who writes under the caption "Achievements of Postmaster General New." After mentioning many of the constructive things the present Postmaster General has done since taking over the office, Mr. Bishop says: "Perhaps no other more notable achievement of the Postmaster General can be brought to the attention of the public than his development of the air mail service and the strides made in this direction are such as to call forth general commendation from every section of the country."

By the fall of 1922 investigations into the feasibility of night flying had progressed so far as to justify a practical demonstration. Postmaster General New, therefore, authorized a test, and on August 21, 22 and 23, 1923, through transcontinental flights were made from coast to coast. Following these successful tests, on July 1, 1924, the

first through transcontinental air mail schedule was put into operation. On July 1, 1921, an additional schedule was placed in operation over a portion of the transcontinental route providing for overnight service five days each week between New York and Chicago, Saturdays and Sundays excepted.

The revenue derived from excess postage charged for air mail for the fiscal year of 1925 was slightly in excess of \$600,000. The excess postage on both routes is now running at the rate of approximately \$75,000 a month, or \$900,000 a year. The business is gradually increasing and with the additional revenue derived incident to the establishment of contract air mail service, it is estimated that the income for the present fiscal year will be in the neighborhood of \$1,000,000.

Postmaster General New has stated on more than one occasion that the government should leave to private operators the business of carrying the mails through the air and with this end in view he has asked for bids and awarded contracts to firms and individuals on a number of air mail routes, some of which are now in operation. The combined distance covered by the twelve contract routes which are already in operation or will be not later than June 1, is 4,300 miles, 2,799,574 mile of scheduled mail flights annually, in addition to the government operated service.

This service will connect a large majority of the principal commercial centers of the United States and will help establish commercial aviation in this country in a very material way.

OREGON CATTLE AND HORSE RAISERS HOLD CONVENTION

Orderly marketing was the keynote of the Thirteenth Annual Convention of the Cattle and Horse Raisers Association of Oregon, held at Bend, May 28 and 29.

One of the most earnest and profitable meetings of its career was experienced although the attendance naturally, was not very large.

The program put before the association was of very high order and was followed very closely by the people in attendance.

After an invocation, an address of welcome was given by Mayor Fox, who presented a three-foot-long key of the city to president Phillips. Charles Shelton, secretary of the association made a very felicitous response in which he called attention to the fact that the cattlemen were to deport themselves in such a manner that inhabitants would think there was an Epworth League in town.

Fred Phillips gave a very full statement of conditions in the as-

sociation which was well received and this was followed by appointment of the various committees.

O. M. Plummer, General Manager of the Pacific International Livestock Exposition gave a paper on Orderly Marketing and "Truth in Meats," which is a very popular subject just at the present time.

AUTO BUILDERS FORM WELFARE ASSOCIATION

Five hundred automobile builders employed at the Chevrolet factory in Oakland, Cal., gathered together last week and formed the Chevrolet Employees' Welfare association.

The purpose of the organization is to create an emergency fund for workers who may find themselves temporarily in need of financial or other assistance.

Ideal working conditions at the Chevrolet plant and a fraternal spirit among the employees occasioned the welfare movement. The organization is entirely in the hands of the workmen. Officers are recruited from the ranks and the Chevrolet Motor company does not officially enter into the picture except to match the amount of the emergency fund raised by the association.

BRITISH CAPITALISTS

The capitalist class is gaining in Great Britain. This does not mean that the rich are growing richer and the poor are growing poorer, but that more people in the ranks of the workers are steadily becoming capitalists as well as workers.

Statistics recently gathered in London show that there are sixteen million Britons who have safely put by in the banks, in small sums the amount of 1,750,000,000 pounds, and this is taken to mean that there would be at least sixteen million votes against a capital levy or any other sugar coated measure put up by the British Reds at the inspiration of Moscow.

According to one British economist, "these are remarkable figures and although they are not sufficient to justify alone in stating that poverty is a thing of the past, they go to prove that there is a much wider distribution of wealth now than at anytime during the history of that country, and that capitalists, so far so far from being restricted to a small circle, now include an ever-increasing number of millions of our people. Indeed, only a minority of the adult population—a very substantial minority, yet still a minority—are not to a greater or smaller extent capitalists."

Those of us who have believed that the average Briton has been in serious danger of starving to death during the past year or two will doubtless be both surprised and pleased by the figures and the state-

ment above which come not from a die-hard Tory, but from the Right Hon. Walter Runciman, a "radical" Liberal in politics, although a big employer of labor.

These people with savings in the banks are another reason why the reds were disappointed that no revolution grew out of the recent general strike in Britain. A man who has money in the bank and a little home of his own is not apt to succumb easily to the lure of socialism—in fact not so apt to do so as the idle millionaires with nothing but time on their hands and a desire for sensations, or the college instructor who wants to make the world all over again.

And this is why the United States of America is the most stable government in the world. Our workers are infinitely more prosperous than the British workers and in greater numbers. They have, therefore, little desire to trade the substance which they have, and which is on the increase, for some promise which they see no possibil-

ity of having materialized. Incidentally, the figures above show that it will not do to place too much dependence upon the "bear" stories coming from across the ocean to show that Europe is disheartened and starving. The statistics show differently. Just look at our trade balance, if you are not convinced. Europe, at least in the countries of western and central Europe, is slowly emerging from the post-war mire and we are therefore finding competition for the world trade livelier in each succeeding year. And it is going to get a whole lot livelier a little later on. Then we are going to really need our protective tariff and our merchant marine in a way not heretofore realized.

"GROW LOGANBERRIES," SAY LOCAL PRODUCERS

A more extensive growth of loganberries is urged by the present producers in the Estacada district. There are about one hundred and forty tons of berries produced an-

nually in this district, with an average production of three and four tons to the acre. In the past three years the big berry canneries have been better pleased with the loganberries raised in this district than those from other places and there is no reason why the loganberry production of Estacada should not be extended. Nature has bestowed the favorable soil and climate and if more loganberries are grown, producers will control the prices. As it is, the few loganberry growers must take the prices offered them by the canneries. Estacada as a loganberry center will thrive because with the one hundred and forty tons it has already become noted for the fine quality of berries raised here.

The BULL'S EYE



The Farmer Can't Stand Much More Help Like He Has Been Getting

Congress say they are helping the Farmer. They are in Washington ON salary. He is home trying to pay it. Farmers have had more advice and less relief than a wayward son. If advice sold for 10c a column, Farmers would be richer than Bootleggers. And when they get all through advising, there is just one thing will help the Farmers. That is eliminate some of the middlemen and let the two ends meet. The Consumer and the Producer are two men in America that have never even seen each other. Cut out the middle and tie the two ends together.

When a steer starts from the feed pen to the table, there is about 10 to take a bite out of him, before he reaches the family that pay for him. Who wears the best clothes or drives the best car, the fellow who raises a bushel of wheat, or the working fellow who goes up to buy a sack of flour? Why neither one of them. The ones in between these two have their private Tailor and "Straight Eights."

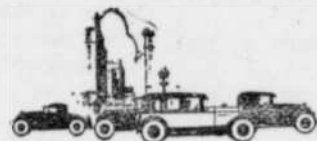
The Government just told Agriculture, "You are in a hole." They didn't offer to pull them out, but they did say, "We will get down in there with you."

I want to tell you right here, I don't know what would have happened to the poor farmer if it had not been for his old friend, "Bull" Durham. It's the only thing he has been absolutely able to rely on. And I want him to know that myself and "Bull" Durham are with him right to the poor house door.

Phil Rogers
P.S. There will be another piece here a few weeks from now. Look for it.

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MILEAGE RECORD
Los Angeles-Yosemite Economy Run
May 21-22

Class	Car	Driver	Miles per Gal.
1-A	STAR 4 Touring	C. L. Hudnott	29.09
2-A	STAR 6 Touring	Roy Rogers	23.60
3-A	PLINT Coach	Julius Duesenvehr	25.48
4-A	FRANKLIN Sedan	Charlie Carr	20.
5-A	DUSENBERG'S Touring	Joe Bozzani	19.85
Closed Car	STUTZ 8 Sedan	Benton Trerise	16.74

*SWEEPSTAKES WINNER

Here are the Red Crown mileages that won the YOSEMITE ECONOMY RUN



The Red Crown Mileage Card will start you on an economy run of your own. It tells what to do for your motor—about carburetor adjusting—just how to drive for maximum mileage!

Note above how the great Red Crown mileages piled up in the 10th Annual Los Angeles-Yosemite Economy Run—48 years of Standard Oil experience have put them there, and expert drivers know it.

The Annual Los Angeles-Yosemite Economy Run—the major event of its kind in the United States—is a highly competitive run in which the winners are the cars showing the greatest mileage economies under each classification.

It will pay you to train your car's speedometer on the miles and miles in Red Crown gasoline!

Make a point of calling for it at Standard Oil Service Stations and at dealers—your nearest Red Crown dealer is a specialist on miles!



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