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SOME OREGON ACTIVITIES

Independence will enlarge its creamery at a cost of \$5,000.

At Ontario a pumping plant will be installed to water 10,000 acres.

Freewater has struck artesian water and irrigation from this source, will reclaim a large acreage.

E. W. McComas, of Pendleton, estimates the wheat crop of Umatilla county this year will amount to 5,000,000 bushels.

During March, Portland exported 729,115 bushels of wheat; 98,995 barrels of flour, and 4,239,459 feet of lumber.

The Dalles had considerable building activity during the past month. March statistics showed over 100 new houses, valued at \$105,375.

The Deschutes Valley is rich in land plaster and a mill with a capacity of 30 tons daily will be in operation at Bend by April 15.

Salem has become a manufacturing center. It has 45 factories employing 1510 workmen. The monthly payroll is \$90,390 and the value of the annual product is more than \$4,000,000.

An immense wool warehouse is to be erected at Metolius. The town will handle a large part of the wool clip of Central Oregon, which amounts to over 1,000,000 pounds annually.

Pendleton's foremost and oldest industry is its flour milling. Its annual shipment of flour to the Orient alone came to 400,000.

The Portland Union Stockyards shows a great gain in stock shipments for the first three months of 1911 as against the similar period of 1910. Sheep gained 20,029 head, hogs 2053 and cattle 247.

An immense power plant on the Rogue River near Prospect is now under construction and will cost several million dollars. The plant, when complete, will have three units of 8,000 horsepower each.

Wheat growers of 28 counties of the Pacific Northwest, 13 in Oregon, 6 in Idaho and 9 in Washington, members of the Farmers' Union, have secured a lease on Columbia Dock No. 1, Portland, for the season and propose to handle their crop from the field to the ships taking it to foreign markets. The purpose of the move is not solely to handle the grain of the members but to make a profit out of the traffic. Purchases of grain will be made in the wheat belt just as individual firms buy it and plans are being made for the incorporation of a transportation company. Sales of wheat will be made on the dock, terms being f. o. b. Portland.

Rice in Oregon may soon become an accomplished fact for experiments have been undertaken on a tract of irrigated land at Stayton, where a dozen varieties of rice will be planted as soon as the land can be gotten into condition. The work is in charge of Charles Chambliss, a government expert in rice culture. About ten acres will be used experimentally, use of the tract having been given by the owners of the property. The land will be seeded at once and irrigated throughout its growing season.

Portland had a birthday last week, being 60 years old. Its municipal government was organized, April 7, 1851, for on that date the first election was held. Then there was one precinct; now there are 155.

Letters of thanks have been received from China by Ben Selling, who collected the tamine relief fund, and gratitude is expressed for the recent contribution of \$5,000 made by Portland people and received in Hong Kong for distribution. Since that sum was received a similar sum has been collected and sent and contributions are still coming in.

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THE MAN IN THE CAB.

His Responsibility Can Neither Be Shared Nor Shifted.

When you saw him last he was sitting quietly in his seat back of the big boiler watching the crowd hurry down the platform to business and friends—a strong, unromantic figure in oily overalls. Probably you did not give him a second glance, but a few moments since he had held your life and hundreds of other lives literally in his hand.

Engine driving makes automobile driving mere play. If you are able to buy or borrow enough money to buy an automobile you may have the joy of facing death wherever you may choose and the policeman is not watching, but you are mercifully prevented from letting many others share your fate. The engineer has no such limitations. He is at the mercy of mankind, nature and his time card, but a trainload of people is the stake for which he plays. Of himself he cannot think. Face to face with the inevitableness of the next moment, if disaster comes through another's carelessness he must be the first to suffer. If he himself errs there is no one to share the blame. He is the incarnation of responsibility that can neither be shared nor shifted.

You will find the man in the cab throughout our world. He stands face to face with responsibility, sometimes gaining honor or wealth, but always at the cost of being master of the lives of others. It is a lonesome job, this being the man in the cab. Lonesomeness is part of the cost of power. The higher you climb the less you can hope for companionship. The heavier and the more immediate the responsibility the less can a man delegate his tasks or escape the tragedies of his own mistakes. The private soldier can always share in victories, but the commanding officer alone bears the weight of defeat.

The average man seldom thinks of the load which power brings. The captain of industry, on whose foresight and energy, on even the incidents of whose life, the prosperity and livelihood of thousands of families depend; the political leader who must bear the brunt of defeat which others have caused; the employer who can share his success with many, but who must face bankruptcy alone—these are no mere children of good fortune. Like the man in the cab, they stand face to face with responsibility, burdened with the fate of many, but expecting help from none.

The next time you look up from your novel to complain that your train is late remember the man in the cab. Trains do not run themselves. It is a human life that rules the steam that hurls you safely through space. And the next time you envy the man of power and po-

sition think of the loneliness or his responsibility, the friendlessness of his success and the risk he faces while you and those like you are at ease.

If leadership seems easy, just try being a leader!—World Today.

OFFICIAL RED TAPE.

Making a Live Man Prove He Was Also Alive Last Month.

It would be very generally admitted in ordinary business circles that if a man is living at the age of fifty years he has been alive in any one of the fifty years preceding. This, however, would not be the case in the auditing department of certain government bureaus. There must be evidence of the man having been alive, for example, on his fortieth birthday. The point is made plain by Sir John Adye in his "Recollections of a Military Life."

"It is sometimes supposed that red tape is peculiar to official departments at home, but that is an error. There are large consignments of it sent to India, and I will give an instance. One day at Simla an old artillery officer called on me and requested me to give him a certificate of his being alive, as the auditor refused to give him his pay without it.

"He seemed to be well and lively, and I therefore complied at once. As his visit was in August, I dated the certificate accordingly. On looking at it he remarked: 'Ah, you have dated it August! That is of no use. I have already given them one of that kind, but what they require is a certificate that I was alive in July.'

"This opened out a new aspect of the case, but after consideration I certified that to the best of my belief he was living the previous month. Whether he ever received his pay I am not sure."

Another instance of doubt as to previous condition is given in the same volume. In 1889 the shah of Persia paid a second visit to England. Sir John Adye had an interview with the royal visitor one evening at a large gathering. The conversation was through the Persian interpreter.

"Looking about the room and seeing a general officer at some distance, the shah inquired, 'Who is that great man in a red coat?' I replied that it was Sir Edward Blackett, high sheriff of the county. Perhaps that did not convey much to his mind, so I said to the interpreter, 'Tell the shah that five and thirty years ago Sir Edward was in the Crimean war and one day a shot came and took off his leg.' The shah threw up his hands and was much impressed, but presently the interpreter said that his majesty could not understand it, as the sheriff had two legs now. 'That is quite correct,' I observed, 'but tell the shah that one of them is made of wood.'

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