

# The Way of Life

## By BRUCE BARTON

### THE SUN UPON YOUR WRATH.

There is a certain family in this country, consisting of several brothers whose combined resources total many millions. They meet every day at luncheon and discuss whatever problems the day's work has developed. Often the debate is spirited, but when it is over they make their decision unanimous and always act as a unit.

All their financial operations are pooled. If one brother has a fortunate investment all share the benefit. If another takes a loss, it is charged to the common account. What has preserved their remarkable partnership? One great rule. They never allow a disagreement to carry over into a new day. If two of them have had a falling out they must meet and settle it before the sun goes down.

I have an acquaintance who recently celebrated his twenty-fifth wedding anniversary. He said that when he and his wife were married they faced frankly the fact that some disagreements would inevitably arise. Therefore, they tried to remove in advance two of the most common causes of misunderstanding.

First of all, money. Nothing

causes more marital grief than the constant argument about expense. The husband who does not make his wife a regular allowance, who compels her constantly to ask for money, explain its needs and account for its expenditure, is sure of plenty of debate.

They decided what part of his income she ought to have. He then arranged that his salary check should be divided into two parts; her part was deposited not only in a separate account but in a different bank.

Second, jealousy. He said to her: "I love and trust you. I know that you love and trust me. When my feeling changes I'll tell you, and I'll count on you to be equally honest. Until that time I am not going to ask you any questions or fret myself, no matter what you do or whom you meet."

"As for the troubles which we could not foresee," he concluded, "we agreed that we should never take them to bed. We would make up and forgive before night-fall, and go to sleep in peace."

Many years ago St. Paul, writing to his friends, the Ephesians, said: "Let not the sun go down upon your wrath."

What would happen, in business and in marriage, if we all should try that good rule for a year?

trouble and cost more for repairs than any other type of highway.

### FOOD

The experimental work of the company which is starting up the business of freezing fresh foods by means of "dry ice" so that they will keep indefinitely and can be merchandised like stockings or hardware, has progressed so far and so well that the largest New York department store is now selling "frozen" oysters, fish, meats of many kinds, fruits and vegetables just as they sell shoes or shirts or any other "dry" goods.

Several small cities have responded well to the experimental sales efforts, and with the big stores in the large cities taking up this new line of goods, it seems as if the day was not far off when the local butcher and green grocer might be wise to look for something else to do, or else to get into line with the new method.

We shall have to make new definitions of "perishable" foodstuffs.

### FORD

Improvements in the Model A are to be followed if rumor is correct, with a new type of Ford car in the Spring. I know no more about it than anyone else does, but my guess is that the new Ford, when it comes out, will be as surprising as was the present Model A.

Henry Ford has always been a pioneer. He was the first automobile manufacturer to put the steering wheel on the left where it belongs, and all the others had to follow suit. He was the first to detect the flaw in the Selden patent, on which all the other makers paid royalties for years. Ford refused to pay tribute, fought the case to the highest courts, and won a victory for the whole industry. He was the first to reduce the daily hours of labor in his factory from nine to eight, the first to establish a minimum wage of \$5 a day for the lowliest worker, the first to use modern alloys for strength and lightness, and to build engines to such accuracy that no "block test" was required.

Ford can do those things because he has no board of directors to tell

him what he can't do, no stockholders clamoring for dividends at the expense of the product. The greatest achievements have always been, always will be, by men working single-handed.

### Outstanding Memorial For Lincoln Rearing Near Allinger Home

By CHARLES ALLINGER. While visiting my old home at Santa Claus, Indiana, recently, I had the pleasure of again visiting the Lincoln-Nancy Hanks Lincoln Memorial park at Lincoln City. This is the boyhood home of Lincoln who lived here from 1816 to 1830. His mother died here and is buried here. 1874 the first railroad was built through Spencer county and afterward the town of Lincoln City was laid out on the old Lincoln farm.

Lincoln City is not much of a town—perhaps you will not find it on the map as it is merely the junction of Cannelton and Rockport, Indiana, branch with the Evansville branch of the Southern railroad. When I was a boy we shot rabbits and squirrels in the winter and in the summer we picked blackberries on the old Lincoln farm.

After Lincoln's mother died and Lincoln left the farm was neglected and covered with brush and briars. About 1875 Clem Studebaker, a great admirer of Lincoln, heard of the neglect of the grave of Nancy Hanks Lincoln. He visited the place personally to see what could be done. Through his efforts the grave was cleaned and he erected a monument to the memory of Nancy Hanks Lincoln, the mother of the great president, Abraham Lincoln. He put an iron fence around the grave and left enough money to take care of the grave for all time to come. Then for a long time all was forgotten and the farm grew over with a second growth of oak and the Southern railroad built the Cannelton branch through the farm.

Finally Spencer county woke up to the fact that the mother of one of the greatest men the world has ever produced was buried on Spencer county soil. So Spencer county bought the farm and made a park of it for which it is well adapted as the land is somewhat rolling. The county then presented the park to the State of Indiana and from that time things began to move. An iron fence was placed around the eighty acre farm. Buildings were erected, water works were installed, an iron tabernacle, seating 600 people, was built. Landscape gardeners came and laid out the farm in a nice park with flower beds and trails. The state also bought 400 acres adjoining which is now being developed into a park, so that there will be

480 acres in the park. I was surprised at what had been done since I was there in 1928. The park is a bird and squirrel refuge. Birds are everywhere and squirrels by the hundreds, both grey and red, as tame as kittens. The state has caretakers who watch the park day and night and the birds and squirrels are fed regularly. These lovely little animals (the squirrels) are not to be confused with the dirty ground squirrels that we have here. At the gate of the park is a notice that you cannot bring dogs or guns into the park. Chains are provided to tie the dogs on the outside.

The park is a little out of the way of travel as it is close to the Ohio river but people will go out of their way to visit it. While there I counted 24 automobiles parked on the outside. No one is allowed to drive in without permission. There were automobiles from almost every state in the union. One was from Maine and one from Canada. This shows that as the years go by, Lincoln's memory grows brighter.

In her "Life of Lincoln," Ida Tarbell mentions Crawfords and also Gentrys after which Gentryville was named. Some of their descendants are still living and a ninety-year-old lady told me that her grandfather knew Lincoln. I remember an old log house where the Lincoln family lived and rail fences whose rails were split by the rail splitter, Lincoln, but they have been carried off bit by bit long ago by souvenir hunters.

It is strange that as far as any one knows Lincoln never returned to visit the grave of his mother. There is an old cemetery on one side of the monument and one marble slab has the date of 1840 but the name is obliterated. Some of my schoolmates lie buried there. What will be done with these graves no one knows, but it is thought that if there are any living relatives they will have a chance to remove them; otherwise the markers will be removed and the graves leveled.

It is thought that the United States will make a national park of this park. They are now locating the route by which the Lincolns came to Spencer county. They crossed the Ohio river at the mouth of Anderson creek and then went northwest to Gentryville which is about two miles from the Lincoln farm. As one walks over this almost hallowed ground events of the past come to mind. What would

have happened if Douglass instead of Lincoln, had been elected president and the cause of the Union lost, perhaps? The memorial when complete will be of red and gray granite and will cost two and a half million dollars. There is still much work to do to fashion it into a park. The tracks of the Southern railway will have to be removed and relocated and when the route that the Lincoln family took to Illinois is located a paved highway is to be built. When it is all finished the state of Indiana will have a Lincoln memorial second to none. There are other Lincoln memorials but none like this one to Lincoln and his mother. I hope that I will live to see it after it is finished.

"At 20 you left the farm and came to the city. And for 30 years have been working like the dickens. What for?"

In order to get money enough to live in the country."

"And you mean to stand there and tell me that Lungheigh was

killed by a bolt from a clear sky?" "Sure, a workman on a 20-story building dropped the bolt."

Teacher—If Columbus were alive today, wouldn't he be looked upon as a remarkable man? Jimmy—I'll tell the world. He would be 500 years old.

"I hope you are not one of those men who go home and find fault with the dinner," said Kidder. "No," replied Growcher, "my wife

and I eat at a restaurant where we both can find fault."

Hornblower—I heard that a bandit relieved you of your pocketbook last night.

Windjammer—No relief for me, but he saved my wife the trouble.

Alonzo Edmundson was shopping in town Saturday preparatory to taking over the former E. R. Huston farm on Eight Mile which he is now operating.

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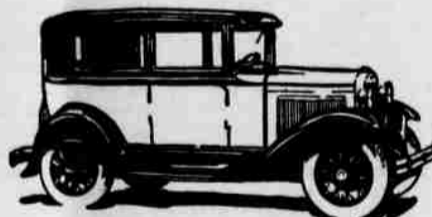
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## "Why My Next Car will be A FORD"



WHEN you buy a Ford there are two things you never have to worry about. One is reliability. The other is long life. Here's an interesting letter from a Ford owner in North Carolina:

"My Ford was purchased May 8, 1928, and has been run 121,767 miles. It has never stopped on the road for repairs of any kind whatsoever except punctures.

"The brakes were relined at 101,000 miles. My gas mileage averaged 21 miles to the gallon, and on tires, 19,000 miles per tire. I travel over all kinds of road conditions—mountainous and flat.

"I consider this a wonderful record and I assure you my next car will also be a Ford."

This is just one of many tributes to the reliability and long life of the Ford. A Ford owner in Iowa tells of driving his Ford 73,000 miles in a single year. Another writes of 120,000 miles of good service.

Think ahead when you are considering the purchase of an automobile and consider what it will be like after thousands of miles of driving. Will you still be satisfied? Will you still say "it's a great car"?

If it's a Ford, you know everything will be O. K. It will be taking you there and back in good style, just as it has always done. And you will have saved many important, worth-while dollars in cost of operation and up-keep and low yearly depreciation.

### FIFTEEN BODY TYPES

\$430 TO \$640

F. O. B. Detroit, plus freight and delivery. Bumpers and spare tire extra at low cost. Convenient, economical time payments can be arranged. See your dealer for details.

## Taps

There is a lot to be done. Exacting details, hosts of them, but naturally everything is disorganized. Out of chaos comes experienced direction, quiet, unobtrusive, effective. Nothing is done mechanically, yet all expertly. The feeling of sympathetic helpfulness soothes and heals. Taps may now be heard.

## Phelps Funeral Home

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### ART

Unlike the artisan, the artist can keep on working long after his physical powers have waned. My neighbor, Daniel Chester French, the famous sculptor, is past 81, but this year he is exhibiting one of the finest pieces of statuary he has ever conceived. It represents a young mother holding her infant son aloft and if ever cold bronze held the spirit of life and youth it is in this piece.

Mr. French may live to a hundred, and I hope he does, but when the end comes he will be found still working, like the artist in his own beautiful piece which stands in the Metropolitan Museum, called "Death and the Sculptor," in which the angel of death is staying the hand of the young artist.

### ALCOHOL

Pure alcohol is a natural element in the human brain, according to a scientist who presented proof of his statement before a meeting of medical men in Buffalo the other day.

That is certain to be taken up by the enemies of prohibition as an argument in favor of the repeal of the Volstead act. Of course, it will be an absurd argument, but it will have weight with many.

There is no question in my mind, on the other hand, that a great deal of the argument against drinking, on which the prohibition movement gained its strength, was based on equally absurd allegations.

The fact is that there are no facts about the use of alcoholic beverages which apply equally to all people, or to any individual person all the time.

Some day the general public will be well enough informed to discount the "bunk" on both sides in the prohibition argument.

### ROADS

Who is watching the road contractors in your town and county? There are many fine-looking concrete roads being built which will not stand up under heavy traffic, especially in regions where the frost can upset their foundations.

The city of White Plains, New York, sent an engineer out to make borings in the pavement of a road which cost around \$100,000 a mile, and discovered that the contractor had put in a foundation only half as deep as the contract called for. Concrete roads, when properly built, have proved by far the most satisfactory so far. But when improperly built they can give more