



## PROPHETS

A man who was an officer in France told me this story, which is interesting and may be true.

He said that on November 10, 1918, a friend of his went into our headquarters and stopped beside the desk of an officer who was engaged in statistical work. The officer had been so busy with his charts and figures that he had hardly left his office for days.

The visitor said to him: "Well, I guess it's about all over."

"What do you mean?" asked the statistician.

"Why, the armistice will be declared tomorrow."

"Nonsense," the statistician exclaimed. "This war is going on for another five years." Whereupon he drew out his graphs and his charts and proceeded to prove it.

Here's another story, told me by a banker.

In November, 1930, the ten leading economists of the United States held a secret conclave and took a ballot on how long the business depression would last.

One of them said it would be over in six months.

Four said it would last from one to three years.

The other five said it would last from three to five years.

"If they are right, the outlook is pretty gloomy isn't it?"

I said it certainly was.

"There is just one joker in the

story as I told it," he added. "That meeting was not held in November, 1930. It was held in November, 1920. And that depression came to a close, as we now know, in August, 1921."

Looking back over history, we can see that prophecy has always been a dangerous business. But as between the optimistic prophets and the pessimistic, the balance is in favor of the optimists.

Old Mother Shipton, in the early 1500's, prophesied that "iron upon the sea would float as easily as a wooden boat." She foretold the airplane, the submarine, and the telephone. She was suspected then of being crazy, but she does not look so crazy now.

John Law, of Mississippi Bubble fame, sold shares in his vast concessions on this continent. Speculation ran them up to wild prices, and the ensuing panic ruined thousands. But those concessions represented the richest part of the United States. Even at their highest prices they would be cheap today.

I do not intend to join the ill-fated company of prophets. I merely record my general agreement with the late P. T. Barnum, who said:

"If the truth were known I think it would be found that in this wide-awake country more people are fooled by believing too little than ever were fooled by believing too much."

Gilliam's staff. I don't know how many state colonels there are with these Kentucky titles, but at least I'm in good company and plenty of it.

In France, when the Government wants to make a friendly gesture toward one of its citizens or a visitor, it bestows the ribbon of the Legion of Honor upon him. Italy gives the title of "Commandante." Kentucky makes him a Colonel. All of those are merely graceful gestures.

## POET

Nicholas Vachel Lindsay, tramping the countryside and reciting his poems for his meals and lodgings, was the nearest approach in our time to the wandering minstrels of the Middle Ages, the Bards and Minnesingers who recited their heroic epics in the halls of the great or sang their ballads from house to house. In that wise blind Homer, "father of epic poetry," recited his Iliad and Odyssey in ancient Greece.

Vachel Lindsay is dead. The world has lost a real poet, America a great interpreter of the national spirit. His splendid voice, with its dramatic quality that made the heart seem to see the scenes he described, has been preserved for posterity in phonograph records made at Columbia University.

Lindsay's greatest poem, in my opinion, is "General William Booth Enters Into Heaven." Reading it, one hears the boom of the bass drums in the Celestial brass band! I hope that when Vachel Lindsay's spirit entered into that Heaven in which he so profoundly believed, the angelic brasses blared for him, too.

## FARMERS

To hear politicians and uninformed city folk talk, anybody would get the idea that all of the farmers in the United States were on the verge of starvation. Anybody who knows the facts about farming in any part of the country knows that



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SAFE

BEWARE OF IMITATIONS

is nonsense. It is the "one-crop" speculative farmers who are constantly clamoring to Congress for "relief."

I heard C. F. Collisson, farm editor of the Minneapolis Tribune, tell a group of New York business men the other day how the efforts of his newspaper, in ten years, have cut down the wheat acreage in four states and made the products of the cow, the sow and the hen worth several times as much as the wheat crop was ever worth in its best days. He suggested that butter and eggs ought to be quoted on the produce exchange instead of wheat. They would be a better index of the farmer's buying power.

## TEETH

Eskimos have the best teeth of any race of people, but when Eskimo children are given candy their teeth begin to decay. Professor Waugh of Columbia University told a meeting of dentists in New York the other day. Other dentists agreed that too much reliance should not be placed on the toothbrush alone as a preventive of tooth decay.

We are just beginning to learn that Nature makes no allowances for civilization. Our bodies are just as primitive, and require just as much exercise and just the same food elements as those of the primitive folk who had nothing to eat except what each for himself could catch or kill, dig out of the ground or pick off a bush or a tree.

R. L. Benge was taken to Heppner hospital the end of the week for treatment. He was reported to be responding well.

Reason for Failure of  
Car Drivers Reported

Reasons for the failure of some persons to pass the new operators' examination and to receive a license to drive an automobile in Oregon are covered in a tabulation prepared this week by Hal E. Hoss, secretary of state.

"While 3,693 applicants have successfully passed the three parts of the operators' examination and have been licensed since July, a number of persons have either failed or neglected to complete the steps necessary in the tests," states Mr. Hoss. "Of these latter, some failed the first time on the examination relating to rules of the road. These persons with a little more study of the law would be able undoubtedly to pass the examination, but they have never returned to take a second examination. We make every effort to help them and supply applicants with questions and answers prior to their examinations."

"Applicants are privileged to try again and again if necessary until they successfully pass the tests, and our examiners have been instructed to aid in every way possible the applicant who has difficulty with any part of the examination."

Included in the group who have not completed the steps required are 5 persons who failed on the first driving test. These applicants are perhaps taking further instruction and may return for examination at a later date. Only a few have failed on a second try at questions on the rules of the road and on their second trial at actually demonstrating their ability to operate

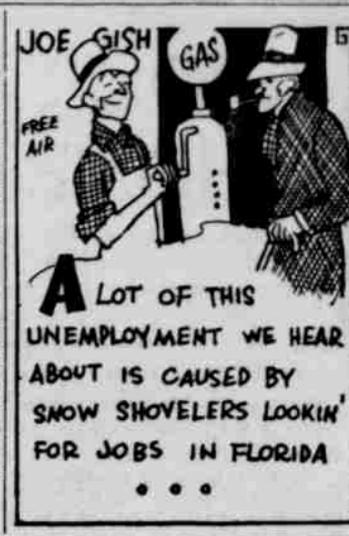
a motor vehicle.

Failure to pass the vision tests given by the division examiners has kept several persons from completing their examination. They have been asked to obtain a certificate from someone competent that they would be considered safe drivers and if possible to have their vision corrected. This permits the person who fails to pass the department tests to get expert optometrical advice as to whether he is able to see sufficiently to drive before a license is refused him. Many persons have learned for the first time during the vision tests that they have minor eye troubles, which while not sufficient to prohibit them from driving are such that the individual is glad to know about them so that steps may be taken to counteract any more serious difficulties later.

At present, 233 persons have

passed the tests on knowledge of the motor vehicle laws and the vision and hearing tests and are driving with temporary instruction permits until they have sufficient familiarity with the actual operation of a car to enable them to take the driving test. These permits are good for 90 days and require that the applicant have a registered driver with him in the front seat of the car while he is learning.

"An outstanding fact in the conduct of examinations thus far," states Mr. Hoss, "is the revelation that even those persons who have failed to pass certain portions of the tests have seen the value in such examinations and have expressed their satisfaction with the law and the methods which have been followed in carrying out its provisions."



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