

CONSOLIDATION OF CITY AND COUNTY FAIRS OBJECTED TO

Oregonian Suggests Multnomah County Fair Will Have But One Rival

Taking its text from a recent article in the Outlook, the Oregonian yesterday printed the subjoined editorial upon the Multnomah county fair. The friendship of the Oregonian is fully appreciated and its timely editorial will do a great deal toward settling the matter of consolidation of the county fairs with the land products show of Portland.

Also the attitude of the Oregonian will be of great assistance in drawing attention to the Multnomah county fair as it has generously given the dates of the coming exposition. Its help in this matter will be of great assistance. Following is its editorial of yesterday:

The fair season is coming on and the Multnomah county fair, annually held at Gresham, will take place September 17-21. This fair was first held in the year 1907, and has grown in importance and drawing power with each succeeding year. The board of directors have issued their catalogue for the coming fair and the prizes offered are so varied and so liberal that undoubtedly the forthcoming event will receive a better patronage than any of the previous exhibitions.

The Oregonian is sorry to see that certain publications in this county are opposed to a county fair at Gresham, taking the stand that Portland, being the most populous city in the county, should have the honor of being the home town of the fair. These publications should, by the same argument, seek to have the great state fair moved from Salem to Portland, for the attendance, it would seem, would be greater here than at Salem. But the Oregonian is avowedly a friend of the county and state agricultural fairs, and believes that they should be held directly in the agricultural centers where the farmer folk can see the exhibits to the best advantage and at a minimum of cost. Surely an agricultural fair is for the especial benefit of agriculture and those who subsist on the products of the farms.

The fair grounds at Gresham are directly in the town. Upon these grounds, which are worth \$20,000, buildings costing \$18,000 have been erected. The directors have arrangements with the owners of an adjoining field which has upon it a fine half-mile race track for the use of track and grounds during fair time. Being so well equipped to hold a fair the state annually makes an appropriation for the premium list. This year the amount is \$2500, through which Multnomah county, through the county commissioners, adds \$1000.

So the Multnomah county fair will be held as usual this year at Gresham, which may be called its home. Instead of further talk of holding it elsewhere next year, or any year, let every one do his level best to make it bigger and better year after year until it has but one rival in Oregon, the great state fair at Salem.

MISS IRENE DOUGLAS A "SPECIAL" CARRIER

Miss Irene Douglas, well known all over eastern Multnomah and Clackamas counties, was appointed a special delivery carrier for the Portland postoffice and began her duties last Monday morning. She wears khaki bloomers and rides a motorbike.

Miss Douglas was a visitor at the Outlook office one day last week but said nothing about going to work as a special delivery messenger. Her father was the first rural carrier out of Troutdale and held the job until he took a fatal illness. He died about ten years ago, since which time Miss Douglas has made her own way in life.

Last winter she taught school in Morrow county and during the winter holidays she came home, riding here and back on her trusty gas machine. She is living with her mother, Mrs. Eunice Bothwell, in Portland.

Postmaster Meyers says she is a "whirlwind of a messenger," which is no news to those who know her. Her many friends in this part of the two counties will be glad to know that she is making a success of her new job. She attends strictly to business and doesn't care for the comments of those who may consider her a curiosity in uniform.

COTTRELL

Evangelist Carlson, of Portland, will hold services at the Cottrell community church Sunday morning at 11 o'clock. There will be talented singers from Portland who will take part.

Progressive business men of Portland, are to help save the pruce crop at Dundee.

King Not a Good Cook.

King George missed the best part of his recent pancake treat at the Y. M. C. A. Eagle Hut in London—he did not turn 'em personally. Every one else over there is doing it now. The Y. M. C. A. cake-bakers were on the verge of prostration after serving 6124 American soldiers and sailors with pancakes in the first fifteen day's rush. Then the Eagle Hut secretary had a happy thought. He induced the pancake fiends not only to bake their own, but also to demonstrate with the batter and turner for their hungry buddies. The idea went big, especially as the "Y" retails two man's size cakes with appropriate maple syrup for sixpence.

MORE MILL FEED SOON, TONE OF DUN'S REVIEW

Dun's Review of July 27 conveys the idea that there will be millfeed for dairymen, poultry farmers and other stock growers from now on. In speaking of the labor business and grain situation in Portland it says:

Recent gains in business are fully maintained, and there is every prospect that the volume will continue large through what is usually the dull summer months.

The labor shortage has become less acute. The shipbuilding plants are now generally supplied and the most pressing wants of farmers for harvest help have been taken care of by assistance sent from the cities.

The first carloads of new crop wheat have reached tide-water mills, about two weeks earlier than usual. Local flour mills are grinding for home consumption the small remnant of the old crop turned over by the Grain corporation. A request has been made by the Food Administration that more flour be purchased for the allies in this section than last year, so the mills may run full time and provide an adequate amount of millfeed for stock growers.

THRASHING ACTIVITIES UNDER FULL HEADWAY

Thrashing began in several sections of eastern Multnomah this week and is now under full headway. One machine began on the peninsula last week on a few early crops of wheat and oats.

Stanley & Neal are working near Gresham and have already thrashed several fields. Strack's machine is operating along the slough while the "gasoline" machine, formerly owned by Emil Olsen but now under new management is in the Pleasant Home district.

Henry Latourell's thresher has not begun yet, but it will be out in a short time east of the Sandy river. The crops are about two weeks later there than on the west side. Jones & Hevel will not operate their machine this year.

One Miracle Led to Another.

A man with huge smoked goggles and a pitiful stoop groped his way along a street in Buffalo the other day. Patrolman McNamara watched him from afar. He stopped two soldiers in uniform and told them that he was a victim of the Mexican war, and after describing the horrors of the struggle that had cost him his sight, held out a tin cup. But his story did not move the soldiers, and they passed on.

"Oh, you think that just because you wear uniforms you're somebody!" he shouted after them. Patrolman McNamara thought it so remarkable for a blind man to sense the presence of a uniform that he restored the sight of that war victim by the laying on of hands.—Buffalo Express.

PLEASANT HOME

At the Methodist church next Sunday morning services will be held, beginning with the Sunday school at 10 o'clock, and followed by preaching by the pastor, Rev. F. S. Ford. All are cordially invited to attend.

Honey is a good substitute for sugar and is made from things that are otherwise lost as far as we are concerned.

POINTS OF SIMILARITY BETWEEN THE HOSPITALS BEHIND THE LINES AND THE LOCOMOTIVE HOSPITALS

Reminiscences Concerning the First Two Locomotives on The Western End of the Northern Pacific—Shops and Yards Now Operated on a Semi-Military Basis and Shopmen Feel Their Work to Be a Patriotic Duty

A visit to the great railroad shops will reveal something of more than ordinary interest at any time. Just now the scenes are not only instructive but exciting and brings forcibly to the mind the fact that all hospitals are not for fighting men alone. That most human of all mechanical devices, the locomotive, must have a hospital wherein to find a retreat when its legs go bad; when its respiratory organs become clogged; when its heart needs boring and its valves need resetting. Its body must be gone over, and its eyes be made to have a brighter glow.

The two principal locomotive hospitals in Portland are those of the Southern Pacific lines and the O. W. R. & N. system. One is in the Brooklyn suburb, the other in Lower Albina. A still larger one is to be found at South Tacoma, where there are thousands of tons of scrap metal lying scattered over a hundred acres of land.

Only four years ago the relics of the first two diminutive locomotives that helped to build the western end of the Northern Pacific railroad were seen there, completely gone as far as their usefulness was concerned.

These two little locomotives, named, as was the custom forty years ago, were the Minnetonka and Otter Tail. They were sent by rail from Minnesota to New York from where they came by a sailing vessel to the Columbia river and were unloaded on the wharf at Kalama. They did valiant service in building the road from Kalama to Tacoma, when better locomotives were received for the freight and passenger equipment.

A tour of the big repair shops impresses the visitor at once that they are more than railroad shops. They are really base hospitals at the present time for locomotives that have been fighting on the great battle front of western American transportation. There are the great Mikados alongside the little eight-wheeler, each in from the trenches. To see these giants and pigmies side by side cannot fail to make one think of Mutt and Jeff, those extremes in size so familiar in the comics.

The shops are now being operated on what might be called a semi-military basis. A constant guard is kept over all property and great care is exercised in the employment of help. The forces in the northwest railroad hospitals number, probably 3000 men and a hundred women, all of whom feel themselves performing a patriotic service and willingly make many sacrifices that the government may hurry forward the immense shipments necessary to the progressive conduct of the war. They may sometimes feel that pay or hours are not what they should be, but in most instances the larger patriotic idea prevails and they drive forward to help General Pershing and his Yankee soldiers whip the Huns.

The first thing a visitor notices on arrival at one of these shops is a yard full of battle-scarred engines. They stand on sidings in the yards, each waiting his turn over the pits. Some of them are so worn that their serviceable parts are used in restoring engines less unfortunate. Many of the engines that have thus come back for the last time will never go out again. They are done for. The government has not yet decided just what it will do with the old engines that have been wounded fatally. There is much good material in them, and it is probable that, in due time, most of it will be made over into serviceable metal.

There are many things in common between men and locomotives in war. Men return from battle wounded and scarred. Engines do the same thing. In comes a locomotive after hard service in sun and storm. It limps into the roundhouse, or "first aid" station, is examined and then

It is hoped the last half of the highway between Salem and Portland will be paved sometime next year. It is the most used road in the state.

Some surprises in the want ads.

goes into the temporary repair shop or base hospital, if its wounds are of sufficient severity to warrant overhauling.

Once in the base hospital things happen that are human in their significance. As when men go to the hospital, soldier locomotive goes into the hands of the nurses. The machinists and their helpers "strip" a locomotive until nothing is left but the boiler and firebox. Cab, air pumps, driving wheels, trucks, springs, eccentrics, pistons—everything comes off and the process of putting the soldier locomotive back in fighting shape begins.

The driving wheels are hurried over to a big wheel lathe and the tires are turned until the flanges are again standard. The boiler-makers get busy with the flues and the boiler to put them back in shape for another battle with hills and grades and heavy trains. The machinists do all sorts of surgical stunts. They dress the air pumps, the throttle, the lubricators, the injectors, the whistle, in fact all vital parts of the soldier locomotive, and put them back in energetic shape. No surgeon could do more. It all seems very human.

Among the interesting sidelights of the war are stories of how the army surgeons are repairing wounded soldiers with skin and bone graftings. The machinists at the railroad shops are doing equally interesting things with the big locomotives that come in. Engines that have lost parts in wrecks are restored to service by the surgical process of mechanism. If a locomotive has broken a main driving rod the blacksmiths are called on to weld the break. Hades seems calm and cool when a big driving rod is put into the massive hot blast forges to be brought to a white heat and then welded under a steam hammer that looks half as large as a box car. Axels and engine frames are welded by the same process in many shops, although acetylene gas is being used successfully in repairing breaks in the frames of locomotives. This new process has brought the saving of much time and thousands of dollars to the railroads.

Electricity has come to play an important part in the modern railroad shop. Of course, the doctors, too, are using electricity, applying it to X-rays and other scientific apparatus. It does marvelous things in the shops, the most exciting of which is done by the gigantic electric cranes. To see a shop crane roll along its overhead track and stop above an eighty or hundred-ton locomotive, throw its talons around it and then carry it to another part of the shop is a sight that amazes. The locomotive is picked up just as it came in from service. It rises high above the other engines and is laid down wherever the man driving the crane wants to put it.

The observer marvels at the power of electricity as it exerts itself for mere man. Here is a plain, everyday human being who, by the mere shifting of a lever, causes multiplied tons to be lifted and laid down at any place he wills, but great caution is exercised when one of the big engines is to be moved overhead.

There is one spot in a railroad base hospital, however, that will not stand comparison with the base hospitals of men. It might do very well in combat with a battery of super-tillery—but with a base hospital—never! That is the railroad boiler shop. Bedlam is an institution for the death by comparison.

It is easy to see that every employee feels a soldierly interest in the war's cause. From the time an engine comes in for repairs, until it stands, new and shining, in the outer yards, every man goes to work with a "carry on" spirit. And every engine turned out adds more power to the great forces that are massing to lick the kaiser.

Railroad Chief McAdoo has granted 500,000 shopmen raise in wages of 3 to 13 cents an hour higher wages, above the raise granted two months ago. The annual increase amounts to \$100,000,000.

FIFTY THOUSAND SPRUCE AIR BIRDS WILL SOON BE FLYING

Noise-Making Rivals.

Jazz (clank-clank) is to be put (toot-toot) into Great Britain's (rattle-attle) fighting spirit (zee-ee) in a manner to make the inspiration of bagpipes seem like a lullaby by comparison (zam.)

E. H. Sothern in a cablegram from France to the Y. M. C. A. war work council in New York urges the immediate sending over of a jazz band with full outrages of cowbells, rattles, steamboat whistles, coconut shells and squaks. After introducing the jazz spirit in "Y" huts in England, the jazzers will go to France and vie with the big guns at the front in noise making.

TEACHERS HOME FROM THE SUMMER NORMAL

Students attending the summer normal school at Monmouth are all home, the year of training being over. Those who returned to their homes here are Bessie Osborne, Gladys Michel, Addie Quesinberry, Helen McCormick and Hester Thorpe. Mrs. Inez Miller, one of the Normal faculty, holding the position of rural supervisor at Mountain View training school, is also here for the vacation period. Her son Ralph Miller is here also. He is a senior at the O. A. C. and will live with his mother at Mountain View while attending college next year.

So far as can be ascertained the teachers named above will all have schools the coming year. Miss Osborne will teach at McMinville. Gladys Michel has an offer from Eugene and Hester Thorpe has a contract as principal of the Colton school.

NEVER TO APPEAR AGAIN ON THE PACIFIC COAST

In recent months parades have come and parades have gone, but there will never be one of greater interest than that which will move through the streets of Portland, Oregon, on the morning of Tuesday, August 20, when the thousands of old soldiers in attendance at the National Encampment of the Grand Army of the Republic moves between lanes of more thousands of admirers.

Thousands of veterans of the Civil War will be in line, and Portland is preparing to strew the line of march with millions of roses.

Many men of national reputation will attend this encampment which will, positively, be the only chance northwestern people will ever have to look upon a gathering of any considerable number of the veterans of '61-'65.

WHITE LEGHORN PULLETS BRING GOOD RETURNS

H. W. Cooley & Son of the White Knoll poultry farm sent to Portland this morning a small truck load of pullets and eggs, the value of which amounted to \$660. The sixty dollars worth of eggs were for a regular customer in Portland. The pullets were consigned to two egg farms near Forest Grove and Orengo.

Cooley & Son have raised 3000 chickens this season, about half of which have been sold for broilers. Many egg farmers pay no attention to the hatching of their stock. Mr. Cooley finds it profitable to supply such with pullets from three to four months old, which will soon be ready to supply eggs for the fall and winter markets, when eggs bring fancy prices.

In Memory of a Japanese Prince.

Most of the distinguished men of Japan, without regard to party affiliations, have undertaken to raise a fund for the erection of a handsome statue to the memory of the late Marshal Prince Oyama, commander-hero of the Manchurian campaign in the Russo-Japanese war. The sculptor selected is Taketaro Shinkai of Tokyo and the statue will stand on any of the finest sites in the capital—the compound of the war office. The enterprise is headed by Marshal Prince Yamagata. Fleet Count Teruchi, premier and is an assured success.

Get your wood now. Call Ekstrom Truck Service. Gresham 851.

Work of Bombing Planes Is a Great Factor in Prosecution of the War

John D. Ryan, director of aircraft production, who is in the northwest, assures the public that this country is beginning to carry through its aircraft-making aims with entire success. He says that the government has placed orders for 50,000 Liberty motors to go into planes now in rapid course of construction, many of them being finished. Mr. Ryan and party, among which was Major General William L. Kenly and Colonel Disque, have been watching the work of turning out materials for airplanes.

When the spruce production has come through fast enough to satisfy Colonel Disque he will make up a regiment of his own men from the spruce camps and take them to France.

These war planes now being built will be important as a means of fighting the German enemy. The majority of them will be bombing machines which experience has shown is a formidable weapon of war. It is cheering to know that they are to be provided in such great numbers.

There were no aerial bombing organizations in the allied flying corps during the first year of the war. Practically all the work in the air was in the nature of observation. No pilots could be spared for anything else. Today probably 25 per cent of the aerial arms are bombing squadrons of twelve machines per squadron.

The first bombing was done by volunteer pilots who flew over the German lines and dropped three or four bombs, made from artillery shells, on concentration camps, and cantonments. Showers of small steel arrows were spilled sometimes on convoys, troop trains, and bodies of massed men. The Germans began day bombing of cities in 1915, and the allies bombarded Karlsruhe in reprisal later in the same year. Since then evolution in organized bombing developed rapidly and the French began night bombing, but this was not undertaken by the Germans until August, 1916.

At the present time large groups, including several squadrons of bombing machines go over the lines from time to time and completely destroy their objective, be it a city or a camp, a column of troops, or a trench system. Unfortunately the allies' air forces have to travel for many miles over hostile territory defended by anti-aircraft guns to attack German cities, while the enemy can attack French cities by flying only a short distance beyond the allied lines.

The allies are developing large bombing planes which carry sufficient fuel for long excursions and armament to protect them when they are attacked by fighting airplanes. Bombing squadrons are escorted usually over the lines by fast fighting squadrons of 18 planes to a squadron, and then left to their own devices for the fighters seldom carry sufficient fuel to accompany the bombers on the round trip.

The dropping of the bomb is similar to shooting a rifle. First, you set your sights and wind gauge, you hold the rifle properly, and finally you pull the trigger at the proper moment. If your ammunition is standard, your sights correct, you hit the target. So with bombing. If you set your sights correctly, fly your plane correctly over the objective and drop the bomb at the proper time you will hit the target. If the ammunition manufacturers gave you good bombs the objective will be destroyed.

Import Mosquitoes for Birds.

The delicate vocal organs of song birds respond magically to special care bestowed upon the diet. For this reason, says Popular Science Monthly, birds that are cultivated in captivity are fed specially prepared foods designed to furnish maximum nourishment with minimum labor of the digestive organs.

A food which has been found especially valuable to bird breeders has for its principal ingredients Japanese mosquitoes and ants' eggs. It is prepared by an expert on the care and feeding of birds. The reason the insects are imported from Japan is that the Japanese have a method of catching them in large quantities which as yet Americans have not discovered.