

# TOYLAND! TOYLAND!

Santa Claus has given us his complete line. We have it out and ready for your inspection.

- WOOLY SHEEP
- WOOLY DOGS
- RUBBER BALLS
- HUMPTY DUMPTYS
- TOY BROOMS
- TEA SETS
- TABLE SETS
- GRANITE SETS
- TURTLES
- BUGS
- TOYS
- WATCHES
- TOY TRAINS
- FIRE CARTS
- BOATS
- FLYING MACHINES
- BOOKS
- PUZZLES
- CHECKERS
- CHECKER BOARDS
- EXPRESS WAGONS
- WHEEL BARROWS
- SAND PAILS
- GARDEN SETS
- TEN PINS
- TOOL CHESTS
- BOYS AND GIRLS TRICYCLES
- MOVING PICTURE MACHINES
- DOLL BUGGIES
- DOLL CHAIRS
- DOLL BEDS
- DOLL TRUNKS
- MONEY BANKS
- CIRCUS TOYS
- VIOLINS

**Dolls! Dolls!**  
Dolls of all sizes and kinds. Dressed and undressed. 10c to \$7.00.

**E. A. Franz Company**  
Xmas Trimmings of all kinds  
"Have Your Purchases Set Aside and Delivered Christmas Evening."

**ERECTOR TOYS**  
from which one can construct anything from a chair to a derrick. Three things. With and without motors.

## SECRETARY LANE'S FLAG DAY ADDRESS

(From the Literary Digest)

The versatility of the man thought likely by some observers to be President Wilson's choice for the first vacancy on the supreme court bench was recently shown in a sphere outside of jurisprudence. Secretary Franklin K. Lane made a speech on Flag Day that leads the New York Evening Post to observe that "it is not often that the hard working head of a department—and a department preeminently devoted to economic tasks—makes a venture so original and so successful in the domain of oratory." In two successive weeks recently the supreme court has rendered four decisions defining and clarifying the relations between interstate railroads and the Interstate Commerce Commission and the rights of the Commission in naming rates. In all four of these cases, says the Evening Post, "the decisions of the Interstate Commerce Commission, written by Franklin K. Lane, now secretary of the interior, when he was a member of the Interstate Commerce Commission, have been fully sustained and affirmed, and virtually on the same grounds taken by Mr. Lane in writing the decisions of the Interstate Commerce Commission." The Flag Day speech was addressed to no higher tribunal than the clerks of his department. And the same paper observes that it contains "no bathos and no cant. Moreover, 'incredible as it may seem, the very word 'service' is not to be found in it, from end to end." This is the speech in full:

"This morning, as I passed into the Land Office, the flag dropped me a most cordial salutation, and from its rippling folds I heard it say: 'Good morning, Mr. Flag-maker.'"

"I beg your pardon, Old Glory, I said, 'you are mistaken. I am not the president of the United States, nor the vice president, nor a member of congress, nor even a general in the army. I am only a government clerk.'"

"Well, perhaps you are the one who discovered the mistake in that Indian contract in Oklahoma?"

"No, wrong again," I said. "Well, you helped to clear that patent for the hopeful inventor in New York, or pushed the opening of that new ditch in Colorado, or made that mine in Illinois more safe, or brought relief to the old soldier in Wyoming. No matter, whichever one of these beneficent individuals you may happen to be, I give you greeting, Mr. Flag-maker."

"I was about to pass on, feeling that I was being mocked, when the flag stopped me with these words: 'You know, the world knows that yesterday the president spoke a word that made happier the future of ten million people in Mexico, but that act seems no longer on the flag than the struggle which the boy in Georgia is making to win the corn club prize this summer. Yesterday the congress spoke a word which will open the door of Alaska, but a mother in Michigan worked from sunrise until far into the night to give her boy an education. She, too, is making the flag. Yesterday we made a new law to prevent financial panics; yesterday, no doubt, a school teacher in Ohio taught his first letters to a boy who will write a song that will give cheer to the millions to our race. We are all making the flag.'"

"But," I said impatiently, "those people who were only working."

"Then came a great shout from the flag: 'Let me tell you who I am. The work that we do is the making of a real flag. I am not the flag, not at all. I am but its shadow. I am whatever you make me, nothing more. I am your belief in yourself, our dream of what a people may become. I live a changing life, a life of moods and passions, of heartbreaks and tired muscles. Sometimes I am strong with pride, when men do an honest work, fitting the rails together truly. Sometimes I droop, for then purpose has gone from me, and cynicism I play the coward. Sometimes I am loud, girlish, and full of that ego that blinds judgment. But always I am all that you hope to be and have the courage to try for. I am song and fear, struggle and pain, and snuggling hope. I am the day's work of the weakest man and the largest dream of the most daring. I am the constitution and the courts, statutes and statute-makers, soldier and dreadnought, drayman and street sweep, cook, counselor and clerk. I am the battle of yesterday and the mistake of tomorrow. I am the mystery of the men who do without knowing why. I am the elch of an idea and the reasoned purpose of resolution. I am no more than what you believe me to be, and I am all that you believe I can be. I am what you make me, nothing more. I am swing before your eyes as a bright gleam of color, a symbol of yourself, the pictured suggestion of that big thing which makes this nation. My stars and my stripes are your dreams and your labors. They are bright with cheer, brilliant with courage, firm with faith, because you have made them so out of

## BATCHELDER DISCUSSES COOPERATION

Hood River, Dec. 14.

Editor Glacier: The United States Department of Agriculture has shown that in the average apple district about 50 per cent of the fruit raised does not leave the counties where grown in fresh commercial form. In some of the eastern states this percentage runs from 40 to 45. In the Pacific coast states it aggregates 55 per cent. On this basis the 1914 crop, which is small for various reasons, amounting to only 12,000 carloads, here would be 15,000 carloads, between 9,000,000 and 10,000,000 boxes, and over 225,000 tons of apples which never left the counties in which they were grown. It would be a physical impossibility for the northwest states to consume any such quantity of apples in the fresh state, and probably less than 50,000 tons of these apples were manufactured into by-products, for want of plants located where they could handle the raw material.

The northwest, with high priced land and labor and great distance from markets, is therefore obliged to convert the surplus apples into by-products in order to make a market for the trade and to insure the grower against great loss. In this way only can the success of the apple industry be assured.

Because of the fact that the "C" grade apples have been marketed successfully in past years of light yield has not only rarely that the C grade apples can be marketed in the form of box apples, with profit to the grower and without seriously interfering with the fancy and extra fancy grades.

This, unfortunately, is not the case, and is only rarely that the C grade apples can be marketed in the form of box apples, with profit to the grower and without seriously interfering with the fancy and extra fancy grades.

When the business is so organized that a limited number of reliable marketing agencies are handling the fresh apples and other fruits, all the surplus fruits are sent to the by-products plant which are working under a safe business organization and the growers are raising their fruits with due regard to turning out the proper varieties of fruit, with due regard to economy and with loyalty to their selling organization of both fresh and by-products.

In place of giving presents, we are given the opportunity of sending messages to our friends. We hope that they one present will take advantage of this and let their friends know what they have meant to you. Your love and appreciation will mean much to them. Uncle Sam has graciously offered his assistance and will distribute the mail at the hour Santa usually appears. A box will be found at the church door for your mail.

The young ladies of the Sunday school have full charge of the Charity. It will be a most beautiful Christmas service.

There will be booths of refreshments, home-made candy and needle work. Also a popcorn vendor. All funds received will be used for charitable institutions.

"It is more blessed to give than to receive."

"Inasmuch as ye have done it unto the least of these, ye have done it unto me."—Contributed.

**New Woman's Club Department**  
The new department of the Woman's Club, as it will be known, instead of an auxiliary, held its meeting preliminary meeting of organization, last night at the home of Mrs. Lucas.

## THE TROLLEY CAR.

How the Electric Current Moves It Along the Rails.

### ITS MOTORS AND MECHANISM.

An Explanation of Their Workings and the Method by Which the Mysterious Force is Conducted From the Overhead Wire to the Running Gear.

Of all the thousands and thousands of people who daily ride upon the electric street cars of our cities—and a good many millions more than twelve billions of individuals paid a fare on the trolley lines of our country last year—only a few understand what haul the cars along the rails.

It is easy enough to understand the steam railroad system. A steam engine, mounted on wheels, is hitched to a number of cars. The steam engine part of the locomotive is coupled to the driving wheels, and when the engine is started the wheels turn and the train moves.

But the electric street car is quite another thing and vastly harder to understand. In a vague way the vast majority of people who ride know that it is driven by electric power which is carried in some mysterious manner on the trolley wires.

Let us take a car apart, figuratively speaking, and see just how it is made. Beneath the ordinary street car you will find two to four powerful electric motors geared directly to the axles of the car trucks.

These motors differ somewhat from ordinary electric motors in their design, but they operate exactly the same as the electric motor which drives an office fan, the sewing machine or the vacuum cleaner in the home. These motors are very powerful and are almost completely hidden from sight in the trucks beneath the car.

The electrical energy for driving the street cars is sent out over the trolley wires. The electrical power is generated, or made, in the central power house, or it may be transmitted from some nearby water power development where the energy of the falling water is changed into electricity. The trolley wire is suspended above the street from poles and guy wires.

The electricity is kept on the trolley wires by suitable insulators of glass, porcelain or composition, over which the current cannot travel. The electrical current flows easily and smoothly along the trolley wire, like water in a pipe, although it cannot be seen. Wherever the copper wire extends the electrical power flows and is always ready to drive a trolley car.

Each trolley car is provided with a trolley wheel at the end of the pole which runs along the under side of the trolley wire. The electrical power from the trolley wire flows through this wheel and insulation, over which the current cannot travel. The electrical current flows easily and smoothly along the trolley wire, like water in a pipe, although it cannot be seen. Wherever the copper wire extends the electrical power flows and is always ready to drive a trolley car.

The controller is the iron box which stands in front of the motorman. At the top of this box are two levers. The smaller lever is used to turn on and off the current supply and the larger is used to control the current, or to "feed" it to the motors beneath the car in any quantity as desired.

When the motorman turns the controller handle a few notches a certain amount of electricity is allowed to flow from the overhead trolley wire down the pole, through the cable and control box to the motors beneath the car. The current starts the motors, which in turn cause the wheels of the car to revolve, the car starts and the motorman turns the controller handle further, feeding the motors more current, and the car picks up to its regular running speed.

The electrical current flows to the car over the trolley wire. After it flows through the car, via the cables, through the controller, the resistance and the motors, it flows out of the car through the iron wheels and back to the power house along the steel rails, thus completing the circuit.—Electrical News.

## SECRETARY LANE'S FLAG DAY ADDRESS

(From the Literary Digest)

The versatility of the man thought likely by some observers to be President Wilson's choice for the first vacancy on the supreme court bench was recently shown in a sphere outside of jurisprudence. Secretary Franklin K. Lane made a speech on Flag Day that leads the New York Evening Post to observe that "it is not often that the hard working head of a department—and a department preeminently devoted to economic tasks—makes a venture so original and so successful in the domain of oratory." In two successive weeks recently the supreme court has rendered four decisions defining and clarifying the relations between interstate railroads and the Interstate Commerce Commission and the rights of the Commission in naming rates. In all four of these cases, says the Evening Post, "the decisions of the Interstate Commerce Commission, written by Franklin K. Lane, now secretary of the interior, when he was a member of the Interstate Commerce Commission, have been fully sustained and affirmed, and virtually on the same grounds taken by Mr. Lane in writing the decisions of the Interstate Commerce Commission." The Flag Day speech was addressed to no higher tribunal than the clerks of his department. And the same paper observes that it contains "no bathos and no cant. Moreover, 'incredible as it may seem, the very word 'service' is not to be found in it, from end to end." This is the speech in full:

"This morning, as I passed into the Land Office, the flag dropped me a most cordial salutation, and from its rippling folds I heard it say: 'Good morning, Mr. Flag-maker.'"

"I beg your pardon, Old Glory, I said, 'you are mistaken. I am not the president of the United States, nor the vice president, nor a member of congress, nor even a general in the army. I am only a government clerk.'"

"Well, perhaps you are the one who discovered the mistake in that Indian contract in Oklahoma?"

"No, wrong again," I said. "Well, you helped to clear that patent for the hopeful inventor in New York, or pushed the opening of that new ditch in Colorado, or made that mine in Illinois more safe, or brought relief to the old soldier in Wyoming. No matter, whichever one of these beneficent individuals you may happen to be, I give you greeting, Mr. Flag-maker."

"I was about to pass on, feeling that I was being mocked, when the flag stopped me with these words: 'You know, the world knows that yesterday the president spoke a word that made happier the future of ten million people in Mexico, but that act seems no longer on the flag than the struggle which the boy in Georgia is making to win the corn club prize this summer. Yesterday the congress spoke a word which will open the door of Alaska, but a mother in Michigan worked from sunrise until far into the night to give her boy an education. She, too, is making the flag. Yesterday we made a new law to prevent financial panics; yesterday, no doubt, a school teacher in Ohio taught his first letters to a boy who will write a song that will give cheer to the millions to our race. We are all making the flag.'"

"But," I said impatiently, "those people who were only working."

"Then came a great shout from the flag: 'Let me tell you who I am. The work that we do is the making of a real flag. I am not the flag, not at all. I am but its shadow. I am whatever you make me, nothing more. I am your belief in yourself, our dream of what a people may become. I live a changing life, a life of moods and passions, of heartbreaks and tired muscles. Sometimes I am strong with pride, when men do an honest work, fitting the rails together truly. Sometimes I droop, for then purpose has gone from me, and cynicism I play the coward. Sometimes I am loud, girlish, and full of that ego that blinds judgment. But always I am all that you hope to be and have the courage to try for. I am song and fear, struggle and pain, and snuggling hope. I am the day's work of the weakest man and the largest dream of the most daring. I am the constitution and the courts, statutes and statute-makers, soldier and dreadnought, drayman and street sweep, cook, counselor and clerk. I am the battle of yesterday and the mistake of tomorrow. I am the mystery of the men who do without knowing why. I am the elch of an idea and the reasoned purpose of resolution. I am no more than what you believe me to be, and I am all that you believe I can be. I am what you make me, nothing more. I am swing before your eyes as a bright gleam of color, a symbol of yourself, the pictured suggestion of that big thing which makes this nation. My stars and my stripes are your dreams and your labors. They are bright with cheer, brilliant with courage, firm with faith, because you have made them so out of

## Santa Claus Store

Our fine new goods for Christmas are now on display—Newer and better than ever.


**Parisian Ivory**—Guaranteed the very best quality, the most complete line, and at lower cost than ever before.

**New Leather Goods**—Hand Bags direct from New York, music rolls, purses, card cases, etc. A full line of cards, booklets, postals, stationery, Waterman Fountain pens, perfumery, atomizers, manicures, games, box candy, cigars, etc., etc. Also, the newest thing in Serving Trays—a woman's delight. See them.

## KEIR & CASS

Smith Block Reliable Druggists

**"A Shine In Every Drop"**



Get a Can TO-DAY From Your Hardware or Grocery Dealer

## FORD and DODGE BROTHERS MOTOR CARS

Columbia Auto & Machine Co.

**You Can Chop Your Expenses**



By buying your meat at this market, not at the sacrifice of service or quality. Here are some of them:

Loin Steak	23c
Pork Chops	23c
Mutton Chops	23c
Veal Steak	25c
Veal Roasts	18c


and other prices according. Give us a trial.

**FRESH GROUND BONE EVERY DAY**

**E. M. HOLMAN**  
The Sanitary Market Tel. 2134

**WE MAKE TO ORDER**

Price Markers  
Band Daters  
Pocket Stamps  
Linen Markers  
Sign Markers  
Pen and Pencil Stamps, Etc.



**PAID**

JAN. 1 1915  
GLACIER STAMP WORKS  
HOOD RIVER, ORE.

Sample Die for above Dater. Any wording can be used, such as Answered, Received, Etc. Prices right.

**The Glacier,**  
Hood River

We also carry a line of Rubber Types, Inks and Pads. Get our prices if in need of any rubber labor saving device.

A. C. MIDDLEKAUFF  
RICHARD K. WALTON  
Attorneys for Plaintiff  
525-529 Henry Bldg., Portland, Oregon  
Date of first publication, December 17, 1914.  
Date of last publication, January 23rd, 1915.