

PRESIDENTS WERE NOT ALL WEALTHY

People have a way of saying about some lucky trust magnate, pugilist or actor, "His income is larger than the President's." Others sigh with envy at thought of the Chief Executive's big salary. When Grover Cleveland died comparatively poor after two terms in the White House the public marvelled.

Some presidents have died rich. Some have died poorer than their own servants. Here are one or two rather interesting facts about them.

Washington was one of the richest men in this country. He was worth perhaps \$350,000, in a day when American millionaires were unknown.

John Adams, who followed him, never had much money. He died worth a little more than \$5000.

Thomas Jefferson had more slaves than any man in Virginia and owned over 40,000 acres of land. He died practically penniless after narrowly escaping arrest for debt.

Jamse Madison was rich and married a rich widow. He lived and died in wealth.

James Monroe when he entered upon the Presidency was one of America's wealthiest men. When he left the White House he was almost bankrupt.

John Quincy Adams had barely enough money to keep himself in the most frugal comfort.

Andrew Jackson began life in utter poverty and was never able to lay aside more than a bare living.

Martin Van Buren, son of a thrifty tavern keeper, made enough out of local politics and the Presidency to buy a big country estate and live in luxury.

William Henry Harrison had to work as a farmer and clerk of a rural court to make a livelihood. He died just after his Presidency began.

John Tyler had a plantation and a sufficient, though not large bank account. James K. Polk made a large fortune in law, if not in the Presidency, and died rich.

Zachary Taylor was one of the poorest Presidents. He had little ready money or other property at any time in his life.

Millard Fillmore was born poor, made an excellent income and died decidedly well off.

Franklin Pierce was moderately well to do; neither rich nor poor.

James Buchanan made money by

law and saved it while President. He was accounted as a fairly rich man.

Abraham Lincoln in his best days as a lawyer seldom made over \$5000 a year. As President he saved little.

Andrew Johnson was born poor and died in comfortable, if not especially glittering estate.

U. S. Grant was never wealthy. He built up a tidy competence, but a banking house failure ruined him.

Rutherford B. Hayes had a reputation for stinginess. He lived and died in modest though easy financial condition.

Garfield died leaving no property but his Ohio home. A \$350,000 fund was given by the Nation to his widow.

Chester A. Arthur died leaving a fortune of about \$150,000.

Cleveland was reported worth a large amount of money. After his death this was found to be a false impression. He died beyond reach of want, but without a tithe of the fortune that was attributed to him.

Benjamin Harrison was prosperous, but not to the point of riches.

McKinley left \$40,000 in savings and a life insurance of \$67,500.

Roosevelt was born fairly rich and has always been so. There are various estimates of his private income, ranging from \$10,000 to \$40,000 a year.

Taft is not accounted wealthy. He married in 1886 on a yearly salary of \$1920. His present fortune, apart from his Presidential salary is not known, but it is not thought to reach a high figure.

All these details about our Chief Executive's finances show that the term, "As rich as the President" must mean anything—or nothing.

PLANNING TO SHOW DRY FARM PRODUCE

Portland Oregonian: In an endeavor to interest the people of Portland and local commercial bodies in a movement to give Oregon, and especially Central Oregon, unbounded effective publicity, Tillman Rueter, whose success in dry farming near Mardas has attracted almost world-wide attention, has been in the city for the last few days. Mr. Rueter hopes to obtain encouragement in his ambition to operate a special car of state agricultural exhibits and another car of Oregon enthusiasts to the national dry farming congress at Colorado Springs next fall.

Mr. Rueter is a practical farmer

NEW YORK CITY WILL HAVE BIG LAND SHOW

J. J. Hill Offers \$1,000 Prize Cup For Best Wheat

At last, New York is going to have a land show. There has never been a land show in New York City—there has never even been a world's fair. But, starting the morning of November 23rd and ending the evening of November 12th, 1911, there will be one of the biggest and best land shows in famous Madison Square Garden, New York City, that the world has ever seen—the American Land and Irrigation Exposition.

New York City is the largest port of entry for immigrants in the world—over one million (1,000,000) foreigners come to New York every year. Think of it—a million a year! Most of them are farmers—some of them are better farmers than we are. This big land show will get most of these hard-working people "back to the land" and the farms, and either buy land, if they have the means, or work for the Northwestern farmers until they get sufficient money to purchase farms of their own, as the Germans and Scandinavians did a generation ago. Instead of doing this, these people work for small wages in overcrowded, congested cities like New York City. They do not know about the opportunities of the Northwest.

All the readers of this paper are asked to do is to compete for the valuable J. J. Hill prize or one of the other many prizes offered. Canada, the South, the Southwest, North, Northwest and East will all exhibit and show their best grains, fruits and other farm products. It is very necessary that the Northwest should make a showing better than that of any other section, so that the better class of these immigrants, and of the thousands of native Americans, in and around New York City who have the means to buy farms but do not understand the possibilities of the Great Northwest, will come to our section, instead of the others. Then the prizes are extremely valuable and are well worth while.

J. J. Hill Prize Cup

James J. Hill, Chairman of the Board of Directors of the Great Northern Railway, offers a \$1,000 prize cup, five feet high and elaborately engraved, for the best 100 pounds of wheat raised in the United States—in 1911—and exhibited by the actual grower at the American Land and Irrigation Exposition.

The conditions are easy, and any farmer in the United States stands a good chance to win this \$1,000 cup. It would be a great honor and a wonderful advertisement to this locality if this cup were won by one of the readers of this paper—if it were won by you.

The Great Northern Railway has always been ready to co-operate with any sincere effort to make the Northwest and the Northwestern farmer more prosperous. They have issued a hand-

whose principle ambition, next to acquiring a comfortable living for himself and family, is to exploit the remarkable agricultural advantages of Central Oregon, in which he has implicit faith.

Last year his success attracted the world's attention. He started out in an effort to see how many varieties of grain, forage plants, root crops and potatoes he could grow. In spite of the dry summer he obtained better re-

some four page leaflet printed in two colors with an illustration showing the James J. Hill \$1,000 prize cup. This leaflet tells all about the conditions governing this and other prize contests. The readers of this paper are advised to



J. J. Hill \$1,000 Prize Cup.

write to R. C. Leedy, General Immigration Agent of the Great Northern Railway, located at 115 Great Northern Building, St. Paul, Minnesota, who has informed the editor that he will be glad to send this leaflet and any other information desired to any reader of this paper.

This years Mr. Rueter will make an individual display at the Colorado Springs exhibit, and is trying to interest the farmers of Wasco, Crook, Sherman, Lake and Harney counties to join him in sending a special car load of Oregon products to advertise the advantages of the state.

Mr. Corey's home is in Baker county.

Big Year For Alaska

Nineteen hundred eleven is bound to be a notable year in the history of Alaska. Already the first shipment of high grade copper ore from the North has reached Puget Sound, and sometime in June the first shipment of Alaska oil is due there. From this time forward, Alaskan development promises to be rapid. The Northwestern this month brought down copper ore valued at \$250,000, and received a suitable welcome on entering Seattle Harbor. The ore is now being treated at the Tacoma smelter. Katalla oil wells have already developed a flow of 2,100 barrels a day. Tankage of 35,000 barrels capacity has been sent North. More wells are to be drilled this year. Alaska oil is said to be of exceptional value, because of its high commercial properties. Now, the coal fields of the North only await their opportunity to be opened. Alaska will no longer be known as only a land of gold, furs and salmon.

Wool Sales

The wool sales dates as fixed by the Oregon Woolgrower's Association are: Pendleton, May 23 and June 9; Pilot Rock, May 26 and June 10; Echo, May 24; Heppner, June 1 and June 22; Vale, June 13; Ontario, June 14; Shaniko, June 6 and June 27; Baker City, June 16; Enterprise and Wallows County, June 30 and July 11. The Woolbuyers have disbanded their organization, but will bid individually at the various sales dates and better prices are expected to result to the growers by the tendency on the part of the growers to hold for sales dates.

COREY TO POOR TO RUN, HE SAYS

Salem, Or., April 25.—Chief Clerk H. H. Corey of the secretary of state's office says he has been strongly urged to make the race for secretary of state at the next election, both by his friends and by the friends of the late secretary, Frank W. Benson. However, Mr. Corey says that he is unable to be a candidate for the office on account of the financial requirements. Unless his friends are sincere enough to provide financial support for his candidacy, Mr. Corey says such a move on his part is out of the question.

HYDRO-AEROPLANE THE VERY LATEST

Astoria, Ore., April 29.—Glenn Curtis has written a special description of his monster Hydro-aeroplane which is to fly at the Astoria Centennial during the third week of the pageant. This is the first time Mr. Curtis has written about his combined motor boat and air ship. His description follows:

"The hydro-aeroplane is the newest and most sensational thing in aviation. I developed it from the Standard Curtis Aeroplane, at San Deigo, Cal., during the past winter, and it is heralded by the experts in aerial navigation as the greatest advancement since man first learned to fly.

"This new wonder of the air is popularly called 'The Triad,' meaning the union of three. It takes this name from the fact that it represents the conquest of three elements, air, water and earth.

"The Triad can fly sixty miles an hour, skim the water like a racing motor boat at fifty miles an hour. It can rise from the earth and alight upon the water; start from the water and come down on the land, or be exclusively on either land or water.

"A flight by the Triad from the water is far more spectacular than a flight by the ordinary aeroplane. To see it skim the water like a swooping gull and then rise into the air, circle and soar to great heights, and finally to drop gracefully down upon the water again, furnishes a thrill and inspires a wonder that does not come with any other sport on earth.

"The hydro-aeroplane is safer than the ordinary aeroplane. For this reason it is bound to become the most popular of all aerial craft. The beginner can take it out on his neighboring lake or river, or even the great bays, and skim it over the water until he is sure of himself and sure that he can control it in the air. He can fly it six feet above the water for any distance with the feeling that even if something should happen to cause a fall, he would not be dashed to pieces. The worst he could get is a cold bath."

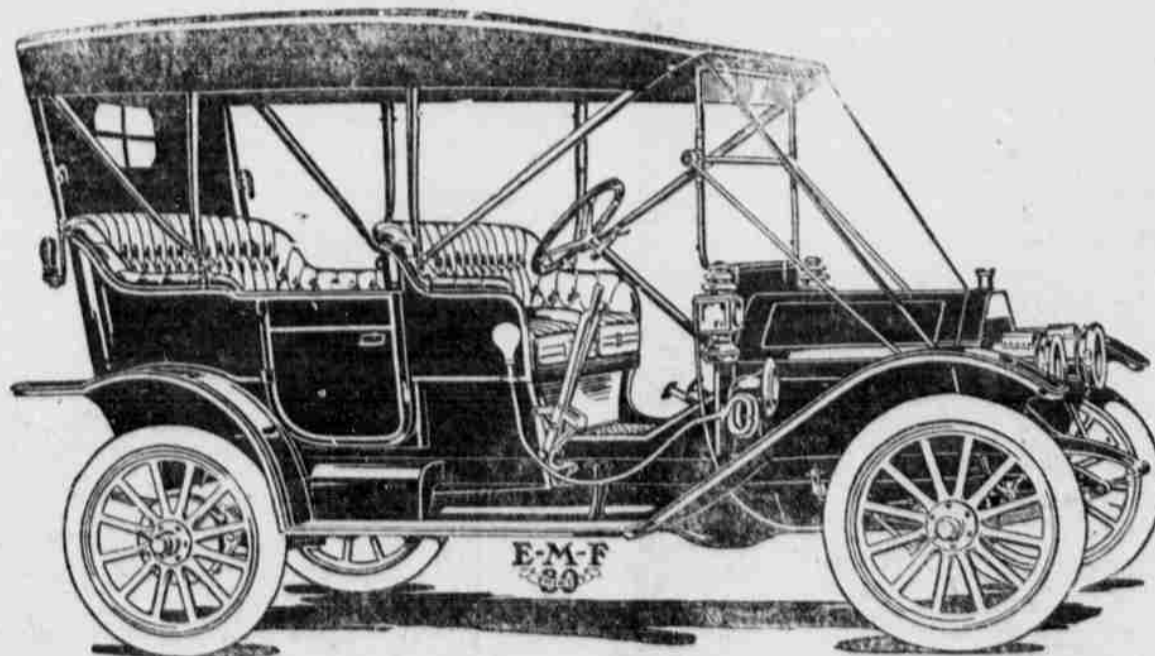
He held positions in the county clerk's office in that county before accepting the position as auditing clerk under Mr. Benson, from which position he was promoted to chief clerk upon the appointment of S. A. Kozar as insurance commissioner.

REVELATION IN AUTOMOBILE BUILDING

The 1911 E-M-F "30"

By turning out 205 automobiles every working day in the year, in their \$7,000,000.00 plant the E-M-F Company is enabled to sell and charge on the quantity plan. The car is equal to any make of nearly twice the price, but the turning out of so large a number of machines each day enables them to reduce the price ridiculously low.

DELIVERED TO YOU IN LAKEVIEW FOR \$1250.00



GUARANTEE—The E-M-F Company's one-year guarantee which appears in this ad needs no amplification or explanation. It speaks for itself. Every E-M-F car is backed up by a definite promise—the most liberal in motordom. Not only the car but the equipment as well—aside from tires, which are guaranteed by the manufacturers—are included in its provisions. Don't be misled by trickily-worded promises that warrant cars for indefinite periods. Some of these "guarantees," carefully analyzed really mean nothing. The conventional 90-day guarantee is a relic of antiquity—a legacy of the days when the motor car was an experiment, not a standard, staple article. The E-M-F guarantee is a definite promise for a definite period—ONE WHOLE YEAR. Manufacture of a car like this at a figure that makes possible the quoted selling price is the industrial achievement of the age. It is an achievement possible to no other manufacturer of motor cars.

A CAR LOAD OF E-M-F "30" AND FLANDERS "20" TO ARRIVE APRIL FIRST. CALL AND LET US SHOW YOU THE NEW E-M-F "30" FOR 1911.

Opposite Court House

T. E. BERNARD

Lakeview, Oregon