

LETTER BUCK
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SEPTEMBER 11-12-13, 1913
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Magazine Praises Oregon
The September number of *Sunset*, the Pacific Monthly magazine is devoted to Willamette Valley, Oregon, the feature article being entitled "The Land Where Life is Large," from the pen of William R. Lighton, who was brought across the continent to write the story. Mr. Lighton was so favorably impressed with that portion of the state that he purchased a farm home in the Willamette Valley and will continue his writing from his New Oregon Home. The magazine is profusely illustrated and this feature story will do much in bringing before the general public the wonderful resources and possibilities of the more developed section of this state.

Bank Deposits Gain
Deposits in state and National banks in Portland increased \$1,577,914.13 between September 4, 1912 and August 9, 1913, the date of the last call according to a statement issued by State Bank Superintendent Wright. This is the fifth time in 27 years that the call has come in August, the last being in 1907, and because it comes before the crop season is over, the statement is not as flattering as it would have been had it come a month later. An attractive feature about the statement is that it shows the reserve to be 38 per cent, while that required by law is but 25 per cent. The resources of the banks in Portland aggregate \$87,527,704.68, of which sum \$29,164,446 is reserved.

The August call was the fourth one this year, and another will be made before December 31.

A Municipal Farm?
Suppose that Lakeview should buy a piece of land somewhere near enough to the city limits to be convenient, well drained and capable of being put under cultivation; should fence it with rabbit tight fence around its outer boundary and secure the services of a competent man, capable of managing a ranch successfully and put him in charge?

It could all be put under cultivation, and if necessary after everything was fairly started, a well could be put upon the place and a pumping plant installed for irrigation purposes.

Provisions could be made for having the slop from every home taken away regularly and delivered at the farm, which would be a long step in the direction of better sanitation in the city, and would provide a large quantity of cheap feed for a large number of hogs which could be kept there and raised for the market.

This would prevent present conditions which make it necessary sometimes for the family garbage can to stand in the back yard for days uncleaned for, a breeding place for flies and germs of disease, because there are not suitable arrangements for its regular removal. If the city should assume the responsibility of this branch of the work necessary to the public health, what wonderful improvement it would permit along that line, to say nothing of the profit that might be derived from that source were it turned to account in the feeding of a number of hogs.

Of course there would be the grain that could be produced upon the farm to supplement the feed brought from the city, and by proper management, a fine quality of pork could be produced, as it would be possible to provide a patch of alfalfa for range, not only for the hogs, but also for other stock that might be raised there.

Then let the city council provide an ordinance compelling every keeper of stock or poultry inside the city limits to keep his premises clean, by removing all accumulation of manure around his stable or poultry houses at regular intervals, depending upon the number of stock kept, and where the owners had no land of their own upon which to put it, have it hauled upon the city farm.

The result of such a policy if carried out faithfully would be that at the end of a few years the city would own one of the best ranches to be found anywhere in the valley.

Experimental work could be carried on to some extent there, and it would certainly be one of the very best advertisements for our valley, to have such a place where strangers who were interested in land and its products, could see what could be done with proper care and management upon land where care was taken to increase the fertility of the soil, and give crops a fair chance to do their best.

In time, as the land was developed to a high degree of fertility and better improvements made in various ways, it might be possible to enlarge the tract, or sell the improved place and develop another.

What could a city do in such a valley as this, that would be of more benefit to not only the city itself, but to the whole valley? And with average management of such an undertaking, it should be a source of revenue in actual cash, to say nothing of the benefit to be derived from the influence of such an example.

Good land could no doubt be secured within reasonable distance at a price that would make it a profitable investment.

H. B. ALGER.

LRGE BILL TO CREATE ROADS ACROSS AMERICAN CONTINENT
Convention to Ask Congress For Cross Country Military Roads.

Steps to lay before congress the necessity of building cross country military highways and the passage of such bills, as well as to bring before the state legislatures bills for the construction of lateral roads connected with the federal cross country highways, will be the purpose of a six days' convention of the United States Good Roads association in St. Louis. The association was formed at Birmingham, Ala., and is a consolidation of forty road building organizations that will have headquarters in St. Louis.

The association wants the east and west roads to be federal highways constructed by United States engineers and maintained by the government. An important feature of the convention will be an exposition of road building materials and machinery, under the auspices of the conventions bureau in Suburban Garden, where the convention also will be held. It is believed the entire eighty-six good roads organizations in the United States will be affiliated with the new association by November.

AUTOMOBILE TRAFFIC HARD ON ALL MACADAM ROADS
Repairs, Needed Once a Year, Are Difficult and Short Lived.

Highway engineers long ago discovered that the ordinary macadam road has no chance under automobile traffic. The best of them, well founded and crowned and surfaced, hardly last a season. "Spotty" repairs are difficult and short lived, and a highway nine-tenths of whose surface is in good condition soon has to be entirely made over because of the ruined one-tenth, says the New York Evening Post. The various forms of surface bound macadam—tarred, oiled, etc.—have given better service than the plain macadam, but they, too, are comparatively short lived under heavy motor traffic and similarly defective in requiring complete renewal when but a small part of the road is worn out.

The result of this new situation is that the macadam road, which furnished a comparatively cheap and satisfactory highway for horse traffic, has become one of the most expensive forms of road surface. The fact that



MACADAM ROAD USED ONE YEAR.

but a small part of the road surface is needed for motor traffic in highway not much traveled could carry 99 per cent of its traffic on two strips six inches wide; where there was more travel four strips would be necessary) has led to the suggestion that the railway track principle be applied in building automobile highways. Apparently a test of this plan has not been made—at least not on a scale sufficiently large to furnish conclusive information as to its practical value. Such strips have been used on bridges and about factories where heavy truck loads have to be moved.

Recently, however, the subject has been taken up in England, and there appears some probability that the "hard road strip" will be given a thorough test in the near future. A British engineer, discussing the problem, suggests the following possible hard strip materials: Asphalt, wood paving, metal plates, concrete blocks. The most obvious difficulty to be overcome in these strip roads is that of maintaining the proper relation between the strips and the rest of the road surface. There will always be a tendency for the macadam to break along the edges of any hard strip, and the problem of keeping the surface in good condition at these points will necessarily be a difficult one.

Will Destroy Objectionable Billboards.
Advertisers who use objectionable or disfiguring signs or billboards along the highways on Long Island and in Westchester county, N. Y., have been warned that their advertisements will be destroyed by the National Highways Protective society of the state and that the infringers, persons or firms will be prosecuted for violating the law which makes such signs a misdemeanor.

Roads Increase School Attendance.
Seven millions of the 25,000,000 school children in the United States do not regularly attend school, and one-half of these live in the country, where bad roads, muddy roads, rutty roads and dangerous roads not only prevent them from getting to school, but their impoverishment of the farm prevents the existence of any good schools for them to go to.

ALL CONDITIONS ARE OPTIMISTIC
Favorable Report Given on Business Outlook Over Country.

The Sunday Oregonian gives the following account concerning the complexion of national business affairs: Increasing optimism is the dominant tone in every present day utterance of the men who conduct the business of the Nation.

Farmers are optimistic, and they have a right to be for this year's crop production, while not promising to be a record breaker, will be well with in the average.

As agriculture is the principal industry of the nation all other lines of activity are favorably affected. A revival of trade—both export and domestic—coincident with the marketing of the Fall crops is predicted by men who are well informed.

In the volume and importance of its business, transportation, in the United States, ranks second to agriculture. Railroad presidents and steamship officials are optimistic. They anticipate a season of increased business and bigger earnings. With an expansion of operating revenue to meet the constantly increasing operating expenses the railroads believe that they can make a showing sufficiently satisfactory to investors to attract European funds for extension and development work.

Railroad development in the United States virtually has been at a standstill in the last year, due partially to wholesale rate reductions and a decreasing business. This made European capital cautious. War in the minor Nation as of Eastern Europe drew heavily upon European coffers. This demand was met by "cashing in" American securities and investing the money at home.

Now the situation is changing. The money market is becoming easier. Bankers who have been calling in their loans and increasing their reserves are preparing now to look about for investments.

Further financial relief is promised through the adoption of a currency measure. Whether the currency bill passes at the present session of Congress or not bankers take a hopeful view of the future because of the evident intention of the administration to provide some manner of currency reform.

Bankers, therefore, join with the farmers and the railroad men in expressing optimistic sentiments regarding business conditions.

Despite a prospective adverse tariff, manufacturers, too, are optimistic, and not without cause. The greatest manufacturing institution in the country—the United States Steel corporation—has enough orders on its books now to operate all its mills continuously for the next six months. Its net earnings in the quarter ended June 30 were \$40,000,000. This reflects favorably upon all other manufacturing lines.

Dr. W. B. Hennetger, of the Bureau of Animal Industry, passed through this city last week enroute to John Day, Oregon.

"Oregon Forest" Map
There is a great deal of difference between the Oregon forest and the forests of Oregon, and officials of the United States Forest Service are making haste to say so. Two weeks ago an incorrect report was circulated to the effect that the forest service had ready for distribution a new map of the "forests of Oregon."

Now the forest service really meant that it had compiled a new map of the Oregon national forest, a section comprising a million acres or so east of Portland, lying south of the Columbia river, west of the Deschutes river and north of the watershed of the Clackamas river.

The Bull Run water reserve lies within its limits. The forest service has been besieged with request for these "statewide" maps and many requests were even made of Chief Forester Graves at Washington.

Maps of the other national forests within the state will be issued from time to time, but they are still in process of compilation.

A woman of Alma, Kansas states that she prepared a fresh-laid egg in a skillet with butter and tried it "to a T" on a flagstone before her door with only the sun for heat. A house was also burned, the fire being started by the sun's rays shining through a lamp chimney in a window on some papers. We've heard of hell on earth, but never knew they had it in Kansas.

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