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THE GOLDEN FALL

There is an odor of ripeness, of harvest, of the mellowing rich maturity of the year—we say only, one to another, it is fall again. Even the simplest of speech has meanings which are never uttered.

Fall harvest time is here and is she not lovely to behold, crimson and golden with leaves? There is a swirling of birds. Apples bask like rubies in the mellow sunshine. Pumpkins and vines, which have completed their summer's work, replace the summer cloak of green in the garden. All of the countryside, even the field mouse, goes earnestly about the work of harvesting and storing for the winter season. We gather in the rich treasures that Mother Earth has showered upon us.

We dwell with the seasons and make for them shrines all unperceived. We declare our kinship to each and all, great or minor, and even to trees that attire themselves gladly when it's autumn. The pagan poet within us stirs with the rousing season. Dear and prophetic it is. We love the golden fall of the year. We would keep it—yet speed it on, for gray winter will bring another April.

THE COST OF A FUNERAL

Sometimes it is impossible for us to spend as much as we would wish to do for the funeral services of our loved ones. It is consoling to know that even at the lowest price here the service will be all that you might wish.

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WILL HIGH PRICES RETURN?

One of the commonest of sports, both indoor and field, is discussing the likelihood or unlikelihood of farm prices coming back to what they used to be. Will wheat come back to a dollar a bushel or better? Will eggs come back to 50 cents a dozen? Will butter fat get back to 50 cents a pound? Will hogs and beef cattle return to former high levels.

Well, we will bite; will they? Frankly, we do not know. Furthermore, we do not think anybody else knows. The whole world has been pretty well out of joint now for several years, and it is due not to a single easily understood change in the former situation, but to a great many complications, including some rather basic changes in the way of human thinking and human doing.

We do look forward hopefully and confidently to worthwhile improvement. We do look forward with calm assurance to a sound balancing up of price relationships. We do look forward to justice working itself out of the present world-wide confusion in economic affairs just as the scientific world looks forward confidently to the purifying of metal in the crucible. The dross and adulterations are separated from the pure by the heat in the crucible. Likewise, the inequalities and injustices of the world's economic system will be reduced if not eliminated by the "fervent heat" of the present economic situation and the brave and relentless battle that is being waged in an effort to solve it.

But is it not better for everybody concerned that we cease making former high price levels our chief goal and work out a program under which profit and success will be made when improved prices are attained? Is it not better to seek to balance costs of production, costs of marketing and prices on a moderate level? Does not the great opportunity today and tomorrow and every day lie in increasing our efficiency in production and marketing so that extremely high price level will not be necessary to genuine profit and success? Is not the great opportunity of today the practical reduction of the cost of production to a level that can be maintained with slight variation throughout a long period of time?

We want good prices. We deserve good prices. We must have good prices. But fairness to ourselves and to the world as a whole demands that we reduce costs of production to standards that will make the high prices of boom times unnecessary to success.—Oregon Farmer.

FACTS ABOUT FIRE

During 1931 fire destroyed approximately 10,000 lives. Nearly one-third of these were children under ten years of age.

Two-thirds of the total were burned to death in homes. The total economic loss was \$464,633,265.

In order to visualize these facts, compare them with the following:

The annual fire bill is about equal to 75 per cent of the interest on our national debt.

The new excise and miscellaneous taxes now imposed on us will produce, in a year, very little more than the annual fire bill.

Over 80 per cent of all fires are easily preventable.

Fire is the great destroyer—not only of lives and property, but of employment, business opportunities, community and industrial progress. Of every hundred industrial establishments burned in the last five years, 43 were not rebuilt. The waste was complete and absolute.

The conquest of fire is simply the conquest of public ignorance, laxness and indifference. Each of us owes the community a duty—to eliminate the hazards on our property. We cannot afford the "luxury" of fire. This is Fire Prevention Week—let's think it over.

SILVER—YOUR PROBLEM

The silver problem isn't a distant and remote matter that never touches the life and welfare of the average man. It's everybody's problem—and it's your problem.

Anything that affects international trade, the buying power of nations, and the free flow of commerce, affects every job, every industry, every home. Silver is the medium of exchange of countries comprising half the world's people. When it has a fair value, those people buy goods from other countries and help keep the factory chimneys of all the world smoking. When its value is depressed, as at present, those people no longer have the money with which to buy.

There isn't enough gold in existence to carry on world commerce—and no major additional supplies are known. In a stable world silver must have its place as a money, and its value in relation to gold must be definite and permanent. It's time the family of nations went hard to work on the problem—and when they do that, and solve it, it will mean money in your pocket.

EDITORIAL COMMENTS BY CLARK WOOD

When sledding is rough for the people, it is never smooth for the party in power.

About the only reports pleasing to Japanese ears, it seems, are those of her guns.

The present political battle would show a record casualty list if words broke bones.

A good car thirty years ago was the cynosure of all eyes. Now it's a good horse.

The Order of the Garter has been restored to Bill Hohenzollern. Time was when he took orders from nobody.

As to his own and his party's merits, the Socialist nominee is by no means a doubting Thomas.

It should be borne in mind, too, by the Oregon electorate, that where there's school transplanting there may be some grafting.

An evangelist who says that married people predominate in heaven no doubt regarded it as needless to specify which half.

Voice of the Press

Watch this column for Outline of Initiative Bills you must vote on November 8.

So much is being said about the freight truck and bus bill that we believe, after having made due inquiry, that the average voter has become so confused about the merits and demerits of the plan that he has only a hazy conception of what the bill is itself. And perhaps he should anyway, for it is really a task to read the 6,000 words setting it out in the voters' pamphlet.

Briefly here, we will outline what the bill proposes, in the main:

Weights of trucks with loads would be limited to 34,000 pounds from present allowance of 49,000 pounds, set by the 1931 legislature. Prior to the legislature's act the limit was 22,000 pounds for four-wheel vehicles and 34,000 for six-wheel vehicles.

Trailers would be limited to 3,000 pounds loaded. This would practically eliminate the trailer.

Semi-trailers would be permitted but their over-all length would be within 40 feet and load limited to 34,000 pounds.

Trucks hauling combustibles would be limited to a speed of 25 miles an hour instead of 35 miles an hour permitted to other trucks. Gasoline would be hauled in quantities not over 2500 gallons.

Contract haulers. It is this class of trucks that the bill would bring into regulation more than it applies to any other kind of highway transport. Other than license fees and gas taxes these trucks are not taxed. The West bill would impose a road tax of 1-1-4 mills a ton mile upon these freight haulers; and passenger contract haulers would pay 1-2 mill per passenger mile. The contract haulers would operate under permit; must be insured as to property and public liability protection; and the public service commissioner could refuse issuance or renewal of permits to contract haulers "if and when any highway becomes so impaired or is subject to such density of traffic or travel as to jeopardize the stability of such highway or to render travel and transportation thereon unduly dangerous or inconvenient."

Motor carriers—trucks that operate between fixed termini—would be taxed at 1-1-2 mills per ton mile. Now pay 1 mill. All these millage rates per mile are in addition to the present license and gas fees that are not repealed by the West bill.

Drivers of motor busses and trucks would be limited to a shift of a certain number of hours within any 24-hour period, the exact number to be set by the public service commissioner.

All trucks and busses weighing 15,000 or more loaded would be required to equip with a speed governor, set so that the vehicle could not travel faster than the speed set by law.

The state highway commission would be instructed by the bill to make an investigation of the wear and tear upon the highways of the state by the various classes of motor vehicles and recommend to the governor and to the legislature a redistribution of the license charges upon these motor vehicles.

Home Corner

Homemade soap which utilizes mutton fat is being made extensively throughout eastern Oregon. The following recipe is given by the Oregon State college.

1 can lye
1 quart warm water
2 tablespoons borax
1-2 cup warm water
2 quarts grease
1 cup ammonia
Dissolve the lye in the quart of warm water. Dissolve the borax in the half cup of warm water. Melt the grease, and into it slowly stir the dissolved lye. Stir the mixture until it is as thick as honey, then add the dissolved borax and the ammonia. Stir for about five minutes longer, then pour into a mold. When firm cut in cakes, using a fine wire or a piece of string. Use when about four weeks old.

This soap is very hard, is snow white and has unusual lasting qualities. It does not shrink from ageing. The ammonia water makes even the old discolored grease white and tends to brighten colors. The borax softens the water a bit.

Manipulation is very important, slow

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even stirring in one direction, gentle pouring and handling are essential to success. A jerky motion in beating, a flop into the box when pouring, a jar after pouring into the box may cause separation.

Molds may be wooden or pasteboard boxes lined with waxed or oiled paper or cotton cloth wrung tightly out of hot water.

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