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Oregon's Medals Are Exhibited Showing Fair's Highest Honors

(Capital Journal Special Service.) Oregon Building, Panama-Pacific Exposition, Sept. 29.—There now hangs in the Oregon section at the Palace of Horticulture an 18-inch orange ribbon with a large rosette at the top and gold braid at the bottom, gold lettering, a silver medal, and a score of names above pretentious titles, proclaiming that the Oregon horticultural exhibit is the "best, most complete, and most attractive installation" at the P. P. L. Each of the nine exhibit palaces has one of these ribbons, and it hangs at the best exhibit in that particular palace. This is the highest honor that can be awarded, and in the case of Oregon this award means more than to any other, for Oregon landed this coveted ribbon with what is, in comparison, an almost insignificant exhibit in point of size. The actual fact is that Oregon sent the least here with which to make an exhibit; and but for the ingenuity in making the very best of the least, Oregon would have been lost in the shuffle. As it is, Oregonians pass along and very properly swell up and push out their chests, but they ought to go home prepared to insist that Oregon should never again put it up to a chief of horticulture to make a winning exhibit with so little cooperation as was given to make this one. Hood River and the Rogue River valleys have really done it all so far as horticulture is concerned. The Willamette valley has an insignificant showing though it grows some of the finest fruit to be found on the coast. The Umpqua valley especially, favored for fruit, sent nothing, and the offerings from other sections than the two named have been insignificant in quantity and usually in general worth — yet they grow much fine fruit. But "we should worry" — the ribbon hangs there and all Oregon gets the benefit. The award was made some time ago, but the ribbon just now delivered.

People and Events.

Among the notables around the Oregon building in recent days were Judge William Galloway and the estimable lady who takes care of him. Grand master of the Oregon Odd Fellows in 1914, he was here to attend the meetings of the Sovereign Grand Lodge. Dr. G. A. Pogue, P. G. P., of eastern Oregon, and G. W. Wright, of Albany, another P. G. P., were here also.

Hon. John Westerlund, of Medford, was a visitor during several days, and while here he was made the center of a special occasion at the Oregon building. A day was named in his honor, and he was presented a testimonial and a commemorative medal as "the largest grower of fruit in the United States." Mr. Westerlund works about 275 in his stocking feet and is concerned with about 2,000 acres of orchard. He is one of the real live wires of the Rogue River district, a jolly, genial fellow whose friends are limited only to his acquaintance.

Mrs. Lulu D. Crandall, of the Dalles, has been here for several days and on the twenty-second was honorary hostess at the Oregon building. On this day she received, and on the day previous, Mrs. C. A. Gray, official hostess, gave an affair in her honor.

O. A. C. Regent George M. Cornwall, and C. C. Colt, of Portland, were among those who ate luncheon at the domestic science demonstration one day this week, and then they wanted to prolong their stay another week.

Three hundred telephone pioneers gathered at the Oregon building Thursday afternoon, listening to an address by one of their number and then hoisted their association flag to the top of the 231-foot flagpole, an honor they desired. They were then given Oregon souvenirs.

E. V. Carter, banker at Ashland, is

here and thinks the fair a hummer, with Oregon's part about the best there is.

How About It?

Is loganberry juice made out of loganberries? Is the Willamette valley producing loganberries or is it producing phenomenal berries in disguise? Or is it the reverse? In any event, can a rose by any other name smell as sweet? Luther Burbank, who knows more about berries, cacti, potatoes and flowers, than the original inventor, says the Willamette valley loganberries are nothing of the sort. He does not spit on his hands and swear when he makes the statement, but he affirms with great affirmation that the so-called loganberries are phenomenal berries, a product so far ahead of loganberries that no respectable person will mention them in the same breath. Luther says the loganberry is a soft, mushy, tasteless thing that will not ship, is unlovely to look upon, and produces juice with no more virtue than circus lemonade. That's the limit in criticism, and it has weight of authority, though there are some authorities who disagree. However, the California wizard is unconcerned with the disagreement—his name is Burbank, and that ought to be enough to satisfy anybody. And Burbank says, says he, that until he took the little old loganberry and gave it a dose of Burbankitis did it assume any taste at all. Then somebody got hold of a sprig of his rejuvenated loganberry, which he has rechristened "Phenomenal Berry," and they took it to Oregon. It grew there at a terrific rate, and the phenomenal thing there is so very common that this new invention from California probably outgrew its name. At least the word "phenomenal" got misplaced and the wonderful big red berry that has produced the juice that William Jennings Bryan says is the best that ever happened, is now known as the loganberry. The question is, is it? Who first brought the berry into Oregon, and where did he get his slip or cane? Experts here are anxious to know, so if you, dear reader, know anything about it, please send the information to "Fidelity," Oregon Building.

There are seventy-two big and little conventions scheduled for the exposition during the month of October, and of these more than a dozen will be devoted to live stock and agriculture. The horse show is scheduled for the days between September 20 and October 13. Horticulture week begins October 21. The exposition management hopes to make November 2 the greatest day of the big fair. This is to be San Francisco day, and a crowd of 300,000 is the ambition. The largest crowd heretofore was that of "Opening day," a total of 225,000. But every street is placed on this final great day, and there is general confidence that the desired figure will be reached. One of the features calculated to attract is that of giving away twenty gifts of \$100 in cash to each of the twenty holding lucky numbers given away at the gates. Exhibitors have arranged to give away 100,000 gifts. Besides the monster parade, there will be a sham battle during the afternoon between the United States army and the naval forces in the bay. At night the Monitor and Merrimack will engage in a spectacular duel and the most magnificent of all the exposition fireworks will be on display. Of course the flyers will fly. It is expected that Art Smith, the beloved, will have returned by that time. Just now Charles Niles and Silvio Petrosini are giving both day and night flights, and the flights prove great attractions. Christofferson is also flying in a monoplane, carrying passengers about the bay at \$10 each. And he gets about a dozen each morning.

General Financial Conditions Remain Unchanged Past Week

New York, Sept. 25, 1915. No developments have arisen this week to suggest the necessity of a revision of recent opinion on the general financial situation. While a final definite communication has not been received from the German foreign office on the sinking of the Arabic, there is every reason for optimism that the ultimate result will be a satisfactory solution of the question of submarine methods of warfare so far as our own country has a practical interest. A distinct suggestion of this was contained in the note from Berlin on the Frya case, which gives assurance that in the future American merchantmen will not be destroyed. So long as the unfortunate conflict lasts, however, there unquestionably will be ever recurrent shocks. These are the natural concomitants of war and must be expected. But there is neither desire nor object on the part of the countries at present at war to force America into the struggle; and there certainly is in a large sense nothing to gain and much to lose if we were to voluntarily participate. Hence with the complete absence of incentive it seems reasonable to conclude that the immediate future of the market situation may be judged on the basis that we are not to become actual participants.

Granting this, while there is not apt to be any immediate improvement in our foreign trade of what may be termed routine character with Europe we will continue to possess some compensation in the form of activity in supplying not only the demands of war material but the products which neutral nations need and which heretofore have been so largely furnished by the countries that are now at war; for instance the South American republics to which our exports have already begun to show gratifying increases.

While the so-called war specialties have made further advances during the week there has been a perceptible broadening of the demand to include the older classes of railroad and other dividend-paying securities. United States Corporation shares, too, have been in increased favor and quotations have advanced to the 1912 level as a result

of the well known improvement that has taken place in the great iron and steel industry. The crops which at this season are always an influence that should be watched with care by conservative operators, may be considered to assure a harvest that, considered as a whole has never before been equalled. The volume of the corn yield will of course be larger, the longer that frost is delayed, but even on the present basis the results are highly encouraging and it is certain that the granger sections of the country are to enjoy another year of prosperity in which they will be able to accumulate additional savings available for investments.

The English and French gentlemen who have come to New York as representatives of their respective governments to negotiate a credit which will have for its object the restoration of the Sterling and French exchanges, will unquestionably be successful in their mission and the complete details of the international arrangement soon will be announced. This is an important market factor considered from any angle. In the first place it provides for the continued unrestricted exportation of American products. At the same time it removes one of the most active incentives for the sale by foreign holders of their American securities. At the low figure which exchange touched at the beginning of this month, sterling funds were at a discount in this market of more than 7 per cent, which meant that after selling their stocks and bonds in New York foreign holders could turn the proceeds into their own national funds on a correspondingly attractive basis, thus adding the rate of the discount to the English equivalent. If the credit that is now being negotiated fulfills its mission the discount will disappear and the incentive to sell will be correspondingly curtailed. Meanwhile money at home not being required in anything like its normal volume for home requirements is naturally accumulating in the banks and a period of continued ease is definitely in sight despite the large credit to which reference already has been made.

As to the more remote market, there

"JITNEY" FENCE IS DAMPER ON AUTOS ON RUN TO FAIRGROUNDS

Street Railway Company Suddenly Takes Notion to Fence Right of Way

"Pig tight, horse high, and bull strong" reads the advertisement for a certain kind of a fence that is on display at the state fair this year but that is not the fence that is arousing the most common at the fair this year. The "jitney" fence is the talk of the town and the jitney men are raving but of no avail, it is coming up to the claims of the famous woven wire fence shown inside.

The jitneys came from far and near to make a fortune during the state fair this year and for the first jolt the city hit them with a \$25 license fee. Most of them withstood this blow and three huge buses from Portland, arrived to take their places in the jitney parade. The jitneys lined up alongside the street car tracks and proclaimed their willingness to haul people down town for a nickel, a five cent piece or one "jit." Many people were having their first experiences with jitneys and the gasoline buses were proving too popular for the prosperity of the street car company. The jitney men were warned to keep off of the right of way of the street car company but it is surprising how far some people will go for a nickel and the street car men considered the advent of the jitneys an encroachment on their prerogatives.

Yesterday morning the jitneys wended their ways to the fair grounds to find a board fence filling all of the bonnets of the patent article confronting them. Any passenger that can get through the fence is too small to pay fares anyway and the others must pass a line of waiting street cars before they can come within earshot of the jitney conductors. Although the jitney men may call from over the fence their passengers must skirt the ends before they can reach the auto and most of them stop at the street cars.

The "jitney" fence has put a crimp in the business of carrying passengers for hire and though the auto men say they will tear it down and also say other things about the fence it will probably remain right where it is and the jitney passengers will either round the ends or ride the cars.

are considerations arising from the influence of the war that it will be desirable to keep definitely in mind. I refer to the increased obligations in the direction of international finance that our country must assume. Heretofore we, ourselves, have been a debtor country. The funds with which our own national resources have been developed were at the beginning contributed by British and other foreign capitalists, though these have in very large measure been repaid and we are in a position on our part to extend financial aid to others. Since the war began there has been an almost continuous selling of our securities by holders living in the countries very readily by these have been taken very readily by our own people and finally negotiations are in progress for the establishment here of a large credit in favor of the British and French governments. This transaction, large as it is, has been without influence on money rates, which indicates how actually redundant is the supply of unemployed funds throughout our country, especially when we consider that we have reached the height of the crop marketing season, which usually has been a period of money strain in the past.

With a war which already has been in progress more than a year, costing Great Britain on an average \$17,500,000 a day and the other warring countries proportionate amounts, it is obvious, that capital is being wasted at a rate that even after the war has ended will require many years to gradually restore. The credits already voted for war purposes by the British house of commons amount for instance to the almost incomprehensible sum of \$6,310,000,000, and the end of the war unfortunately is still apparently well into the future. These figures contain the clear lesson that for years to come there necessarily must be a scarcity of capital for the former European credit of nations to invest in the development of the resources of weaker countries such for instance as the South American republics and even the broad areas of China and Bussia and Africa. America will be called upon to assume the task for which our wealth and energy and genius so peculiarly fit us. No other source is available. Having reached maturity in our own financial status, we must at once undertake our obligations to weaker nations. In this respect banking and market clearing and transportation go hand in hand. Where our bankers supply the funds for building railroads, our locomotive works and car manufacturers will furnish the rolling stock and our steel companies the steel rails and bridges and our college engineers: if congress can be induced to correct our navigation laws American ships will carry our exports to these nations and will bring in our imports from them. What is true of railroad development will apply to other branches of activities such as public utilities, building construction and the numerous other avenues for enterprise that so readily suggest themselves.

Here then is a post-war development that means much in the future to the industrial energies of our country and to the railroads and other transportation agencies that will be called upon to move the inbound and outbound products of our farms and factories and mines. The picture is one that thoughtful men will in time be disposed to discount by purchases of securities of the corporations that of necessity must participate in this great extension of the nation's business that is so bound to ensue. It is of course a factor in which the future market more than the immediate one is concerned. But it is none the less important.

HENRY CLEWS.

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