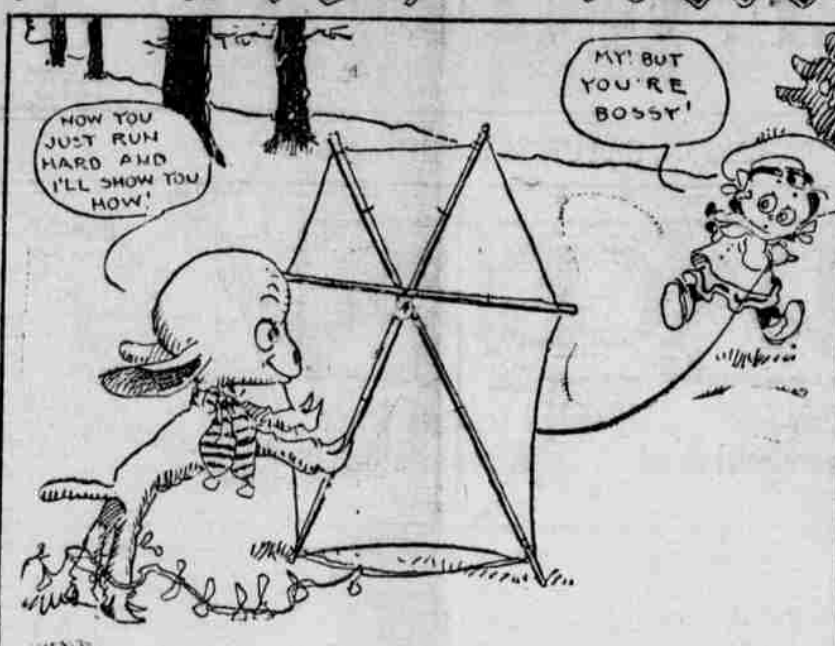


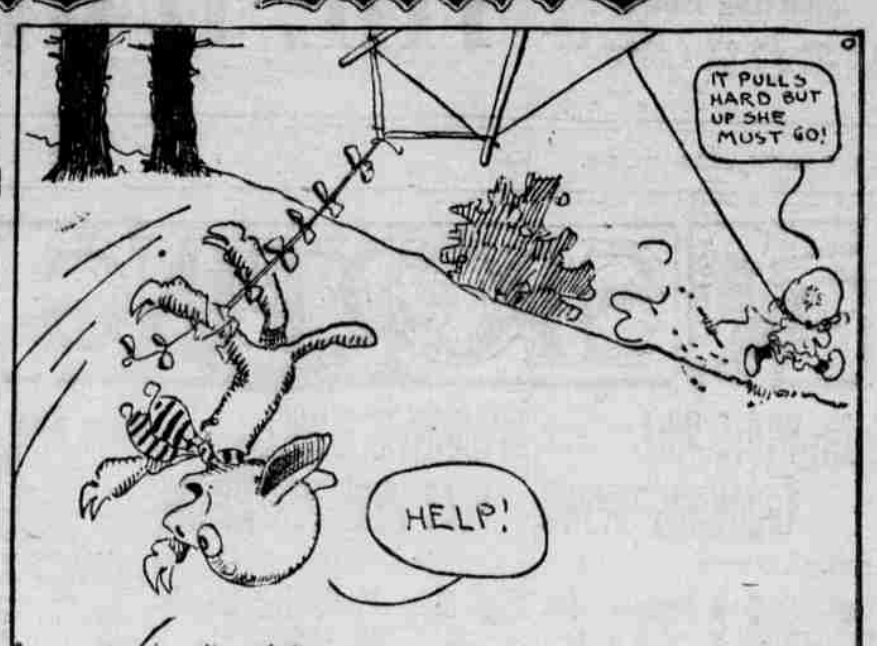
# Mary and Her Little Lamb



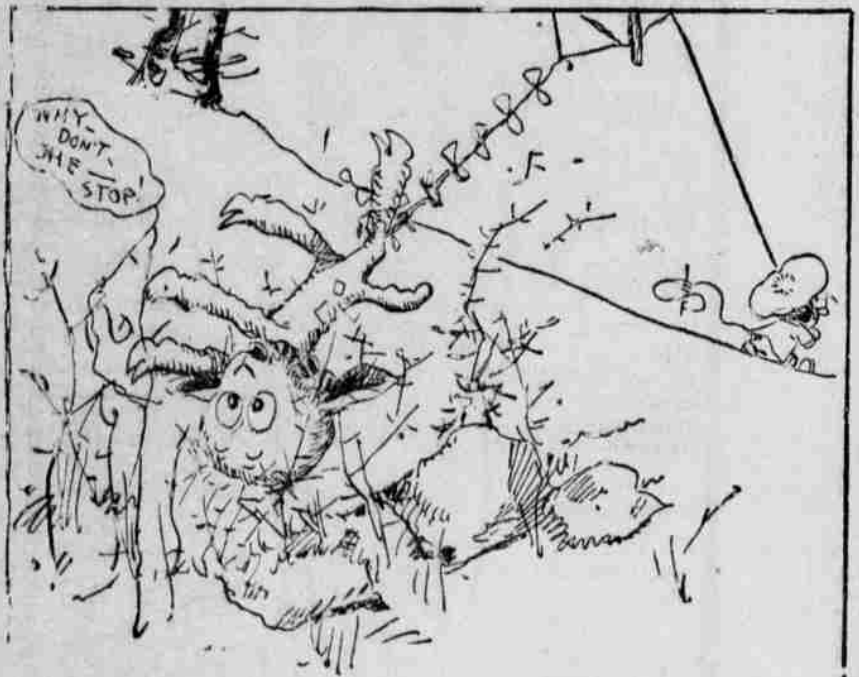
Now Mary and Percy are out with a kite. And hope it will fly away up out of sight.



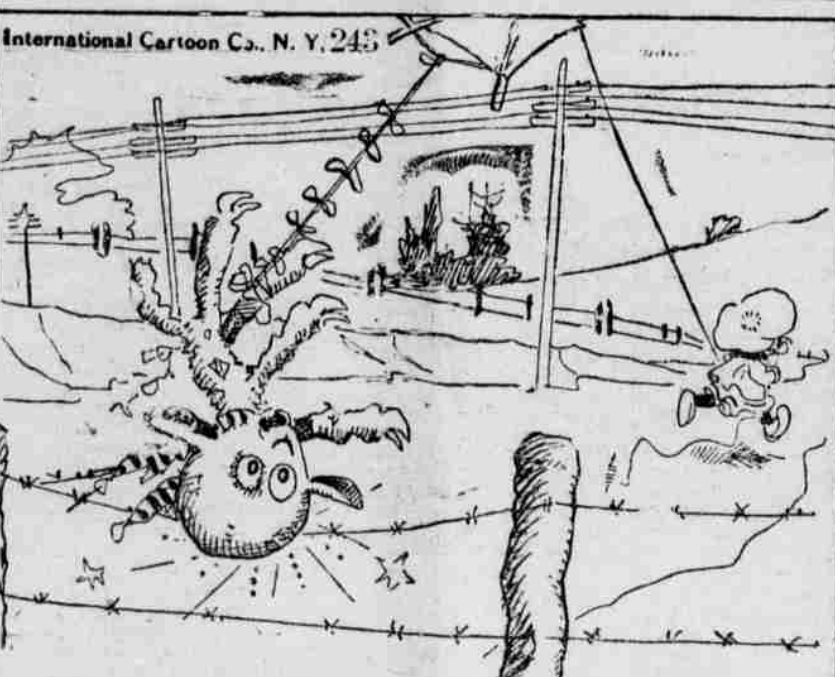
And Percy as usual must have his way. As he had to boss things or he wouldn't play.



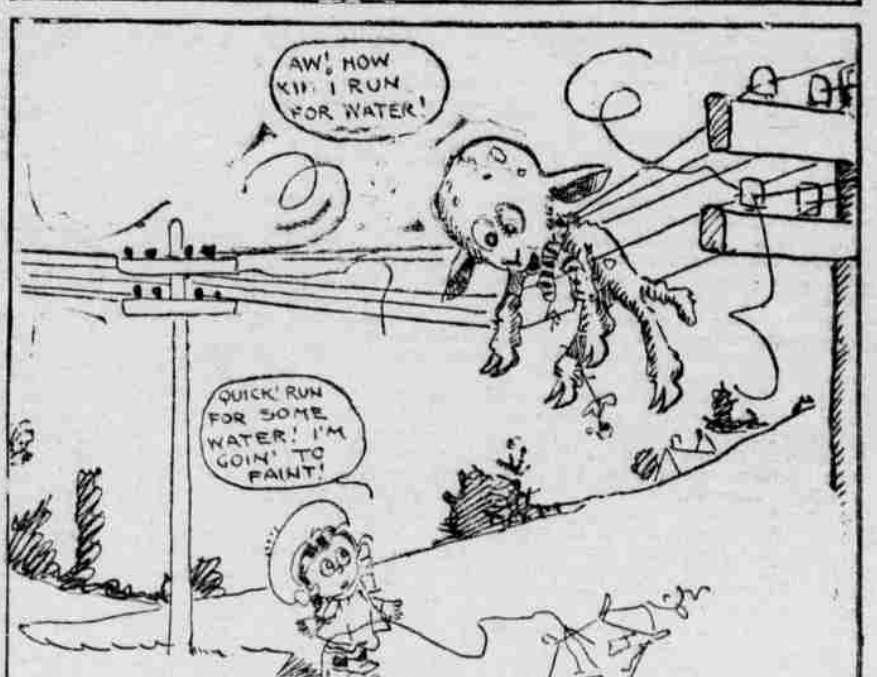
So Mary she hustled with all of her might. And all of a sudden up shot the big kite.



And twisted and tangled and mixed in its tail. Poor Percy went sailing along in its trail.



Through briars and brambles and bob-wirey fence, Poor Percy was hustled as Mary ran hence.



And when the string broke and the kite didn't fly. Poor Mary just fainted upon finding why.

## Secretary of Agriculture Talks of Federal Road Act

Washington, D. C., Sept. 2.—At a meeting of the State highway officials held August 18, 1916, in Washington, to discuss tentative rules and regulations for carrying out the Federal aid road act, the secretary of agriculture made the following statement:

"The Federal aid road act and another law—the cooperative agricultural extension act—that the department is charged with the duty of enforcing, establish a new principle in American government, the principle of cooperation between Federal and State officials. They are the only laws I recall which recognize and insist upon this principle. They are therefore very significant. Heretofore Federal and State officials have too frequently looked at one another across the line, sometimes with apprehension as to what the other was going to do or think, sometimes with jealousy, not infrequently with friction. We serve the same people. They have a right to the best service of the representatives of both jurisdictions. You represent the States. I represent the Federal government. Together we are charged with the execution of a very difficult and very important law.

"I need not emphasize before you the importance of good roads. Most intelligent people who think about good roads know that they are essential to comfortable living, essential to proper community development, essential to the development of rural life, to efficient production and orderly marketing of farm products, to good schools, and to the development of a satisfactory rural life.

"Many people, however, do not appreciate this, and I have occasionally met road officers who, when the importance of good roads was emphasized, have said: 'Yes, but they cost so much.' Apparently they have not thought how much more bad roads cost, not only in dollars and cents, but also in all those indirect ways for which one can make no definite calculation.

"Large Expenditures for Roads. "This law appeals to me as of especial importance, not so much because it carries with it out of the Federal Treasury an appropriation of \$5 million of dollars, not because it will be met by an appropriation of 75 million or more out of State funds, if all the States accept the act, but because as great as is the aggregate, it is relatively insignificant in comparison with amounts the States are now annually expending and will spend during the period covered by the act. "I remember that, on one occasion, when I was speaking to a public official about the road bill and suggested that we ought to begin with the modest initial appropriation of three, four, or five millions of dollars, he ex-

pressed surprise and said that such an amount would not get us anywhere; that the expenditure by the nation of a few millions of dollars for roads would be merely trifling with the matter. I asked him if he knew what the people of the nation were contributing annually for road building, that the nation was already expending the equivalent of nearly half of what the Panama canal has cost. Of course he did not. And the majority of people do not realize that the nation is expending approximately \$250,000,000 a year for roads.

### A Dollar's Result for Each Dollar Expended

"The main question that I am immediately concerned with, that the people of the nation are immediately concerned with, is whether we shall get a dollar's result for every dollar we expend for roads. I am quite sure that if we do so and we can convince the people that we have done so, they will be willing to put much more money into good roads where they are needed. Therefore, the matter of administering this law, of devising good road systems, of careful selection of roads, of formulating projects, of developing plans and specifications, of having all matters considered on their merit by competent men, seem to me to lie at the root of this business. It is the result of this act, the people are induced fully to realize the necessity of placing skillful and experienced men in charge of road building and road maintenance, a great advance will have been made and the efforts of those who labored to secure the legislation will have been rewarded.

### Employment of Experts

"I assume, as a matter of necessity, that this law will require the employment in every State of experts, of real experts. This word is very much misused and abused. The word (theorist) is, I frequently hear a contrast drawn between the theorists and the practical men. There is no basis for it. The classification ought to be into good theorists and bad theorists, of practical men and impractical men. A really good theorist is highly practical; and so is a real expert. The public is somewhat suspicious of experts, because, I think, so many people pose as experts who are not. When the public sets an expert aside, it is worth while to inquire carefully into the expert's claims and competency.

"I repeat that this act will necessitate trained intelligence in the service of the State as well as in the service of the Federal Government. The act requires the State to accept it. That I understand it, implies the assent of the State to every provision of the act. One of those provisions is that projects, plans, specifications, and con-

tracts shall be submitted and approved; and I have a suspicion that plans and specifications will not be approved unless they are submitted by people who know about such things. So the assent of the State involves the calling of trained men into the service of every State which is now without them.

"The law involves another thing, the pledge of the faith of the State to meet in full the Federal appropriation for the entire period covered by the act. The State legislature may not be able to appropriate money one year for the whole period covered by the act, but it can pledge the faith of the State to meet the financial provisions of the act for the period covered by it. This is as it should be. It would be unfortunate if it were otherwise. It would be wasteful not to make plans at the outset for the full period covered by the act; it would mean piecemeal road building and much dissipation of effort and misdirection of funds. These requirements hold whether the State as such, under the existing law, may engage in road building or not. The provision that where the State may not engage in highway improvement the money may be secured if counties raise an amount sufficient to meet the apportionment to the State involves the necessity on the part of such counties of raising an amount sufficient to meet the full apportionment for the State, the existence of a highway commission, and compliance with all the other terms of the act. I speak of this because there are evidences that individual counties think that, if they raise a certain sum of money, they will of necessity get a corresponding sum from the Federal Treasury. That is not my construction of the act and not the one that will be likely to prevail.

"The duty will rest upon you gentlemen who represent the States of informing the people as to the meaning of this legislation and as to the procedure under it, because the initiative under the law lies with you. We are directed to cooperate with you; with the State through the State highway department. It is your duty, if your State accepts the law, to agree with us on roads to be constructed and to submit projects, plans and specifications. Therefore, individuals, associations, and counties will of necessity take up such matters directly with you, and we shall hear from them through you for the most part.

**Roads and Trails for the National Forests.** "There is a section of the act which contemplates only part of the country. The nation owns great areas, especially in our western states, and is acquiring areas in certain others of our States. The nation owes a duty to the people living in the National Forests or near them. In many instances communities struggling for development have been compelled to rely too exclusively for necessary improvement on taxes from private property or on private contributions. It is true that under the law we have heretofore been

setting aside for road improvement 10 per cent of the gross receipts from the forests. This has been no inconsiderable sum, nearly three-quarters of a million dollars since the act was passed, and approximately \$278,000 for the present fiscal year. But in some sections there are no receipts from the forests and communities have been left to struggle as best they could. The government and in many instances the owner of the greater part of these areas, and it is only equitable and wise that the Federal government should assist them. So there is appropriated by the act \$10,000,000, a million a year for 10 years, for the construction of roads and trails in or near the National Forests, with the understanding that communities interested will cooperate financially and otherwise. Those of you who represent forest states, as a matter of course, will think of coordinating work under your direct state road funds and those arising under the general provisions of the road act with the work to be undertaken under this special appropriation.

**Legislation to Aid Distribution.** "I am hopeful that great benefit will accrue to the nation from the wise and efficient administration of this act. It is one of a series of measures recently conceived and enacted for the development of rural life. We began by formulating a law on similar lines, the cooperative agricultural extension act. We then enacted the cotton futures law to give the cotton farmers and dealers standards to trade on and to secure supervision of the operations on futures exchanges, a similar law to establish standards for grains and to regulate interstate and foreign commerce in them, and the warehouse bill for the better storage of staple crops and for the emission of a warehouse receipt which should be good collateral for loans. We have given an opportunity to the National banks to lend funds on farm mortgages, and have extended the period of maturity for farm paper and adopted the Federal farm loan act. All these lie in the field of distribution, as does this road act, which lies at the foundation of satisfactory and orderly marketing.

**Attitude of Department of Agriculture.** "I have come here today mainly to meet you and to express my appreciation of the very ready response you have made to the request of the department to give it information and the benefit of your experience in framing the rules and regulations for the administration of the federal aid road act. I am a very great believer in co-operation, and I think one saves much trouble by beginning to cooperate at the outset.

"I appreciate the keen interest you have shown in the shaping and development of this legislation. I shall do everything in my power to facilitate your tasks, to aid you in the discharge of them so far as the powers of the department permit, whether through this law or through the direct appropriations to the office of public roads. I ask your full, generous, and efficient

cooperation. If we view matters broadly and generously, we shall have no difficulty. I pledge that the department of agriculture will approach the administration of this law in that spirit, and will cooperate heartily with you to give the people of the nation full value for the money which they have pledged under this act."

### CRANKS' CONVENTION IN LOS ANGELES—SLEEP ON HAY STACKS

Sunland, Calif., Sept. 2.—The queerest people in the world gathered here today to indulge in the first "Crank's Convention" ever held.

Delegates were called to order by Dr. LeRoy H. Fry of Los Angeles, who organized the convocation. Every crank will be given a chance to address the assemblage of "queer" delegates on that particular theory or subject that has made a crank of him.

Scores of automobile parties motored out from Los Angeles and Pasadena to sit back as spectators, and hear the funny people talk.

The convention will last several days. No limit has been set. Accommodations were furnished by good people of Sunland and Little Landers, two communities founded on idealistic principles.

Beneath the deep blue heavens and stars on a gorgeous shock of yellow hay the delegates will pass the night. The hay has been arranged in spaced intervals. The delegates will furnish their own fare and for those who failed to bring along provender, inhabitants of this narrow mountain valley will furnish nuts harvested from the wild nut tree which abounds in the valley. The floor of the valley is studded with millions of round boulders washed down from rocky ravines which view from a distance, gives the fantastic impression of a huge basket of nuts having been spilled over the whole region.

Some of the more blasé of the spectators even went so far as to refer to this place as "Sunny Sunland."

One of the surprises of the gatherings was that cranks when they get together find they are not cranks at all. Idealists, fatalists, religionists and infidels attended in goodly number. Several motion and blue prints of perpetual motion mechanisms were exhibited. Many physical culturists and sociologists were here to say nothing of "unappreciated authors," "professors," and prelates of peace and preparedness.

There were no women cranks although feminine delegates were invited.

### SHE HAS HER POINTS

Behold the old pot-bellied mare Who stands besides the stack. She is not stream-lined anywhere; She has a sagging back. The hair is worn from her sides Where tug and trace have been; Profound disgust with life abides About the pendant chin.

Her dragged fetlocks reek with mud Her tail is full of burrs; No pride of race or purple blood Or blue grass sires is hers. Her sturdy pasterns, chaff-brown Have blemishes galore; Through straw-filled mane the breezes croon, Each shoulder bears a sore.

But she has never cast a tire; Her starter always works; Her spark plug never fails to fire; Her timer never skips; Her oil gauge plunger never sticks; And ne'er has she, I ween, Five miles from home, or maybe six, Run out of gasoline!—Exchange.

### Plan Navigable Channel From Hudson Bay to Gulf of Mexico

Benidji, Minn., Sept. 2.—A navigable channel from Hudson Bay to the Gulf of Mexico would put the water that covers 1,250,000 acres of land near here in the Gulf, was planned by a committee meeting here today.

A committee of all Minnesota development association and citizens of Beltrami county, most seriously effected, met here. The proposed cost is \$35,000,000. The Mississippi river is navigable to St. Paul and it is planned to bring the channel of the canal to that point.

The canal also would pass through the region of Red Lake, the largest lake in the nation entirely within one state. This lake gradually slopes into vast expanses of swamp land without a shore line and it is primarily to drain this huge territory that the canal is proposed. River traffic from the gulf to Winnipeg also is to be considered.

## Spokane Interstate Fair

Annual Grand Symposium of the Industries of the Inland Empire.

Week Sept. 4 to 9

Reduced Round Trip Fares from All Willamette Valley Points on

## Oregon Electric Ry.

\$16.95 Round Trip from Salem. Ticket sale, two days only—Sept. 3 and 7. Final Return Limit Sept. 11.

Via the superb route of scenery and fine service. The North Bank Road

### DAILY DOUBLE TRAIN SERVICE—"THE INLAND EMPIRE EXPRESS"

Leaving Portland 9:55 a. m. daily is the ONLY DAYLIGHT TRAIN, with observation parlor cars, dining cars and first-class Coaches between Portland and Spokane. Columbia, Snake and Spokane River scenery.

NORTH BANK LIMITED leaves Portland 7:10 p. m. daily, complete equipment of observation—library parlor cars, dining cars, sleeping cars and coaches.

J. W. Ritchie, Agent,

Salem, Oregon

Astoria Regatta and Homecoming Celebration, September 1-5.