

# WOES OF THE TRAVELER ARE MANY AND VARIED THESE DAYS

**CHICAGO ITS DIFFERENT—WRITER TELLS OF CHAULTAUQUA GRAPE DISTRICT, GETS GLIMPSE OF NIAGARA FALLS, AND THEN—WELL, HE'S SOJOURNING IN MONTREAL.**

By J. H. BINNS

The Washington Standard publishes this week the first of a series of articles by J. H. Binns of Shelton, Rhodes scholar from this state, who is on his way to Oxford to resume his studies there. Mr. Binns, who is a newspaper man and a graduate of the State College of Washington, was at Oxford in 1916 and 1917, and returned to this country to enter the army, in which he served 18 months during the war. He is familiar with conditions in Europe, and will write of current happenings in England and on the continent from the viewpoint of a Western Washington man and should be of much interest.

**ARTICLE NO. 1.**  
Is traveling difficult nowadays? West of Chicago, no; east of Chicago, yes. At least that has been our experience. From the time we left Tacoma until we left Chicago, the trains did not vary more than a few minutes from schedule, and the service, while not up to pre-war standards, was at least fair.

Perhaps the war was a greater strain on the Eastern roads than on the Western; perhaps it was just our luck. At any rate, things started popping at Chicago. The hoodoo started at the station, for we drew track 13 in the yard and section 13 in the Pullman. At 4:20 a. m., as the train pulled into Toledo, we were informed that we had 30 minutes to change cars. The Pullman had cut a

journal and could go no farther. The occupants of the car took the situation with the grumbling good humor so characteristic of Americans in uncomfortable circumstances.

"Where do we tip you, porter?" asked one man.  
"Ah reckon Ah doan' get tipped, sah; Ah stay right heah," he flashed back, cheerful as ever, in spite of his loss.

When we got through changing, we were on a day coach and attached to a train which would get into Buffalo at 3:50 instead of 12:45. Thus our plans for an afternoon at Niagara Falls were badly cracked, if not shattered.

Tired and disappointed though we were, the sunrise over Lake Erie was worth our while. The sun came up

slowly, staining the clouds in the east a deep, dull red, casting a weird light over the trees, houses, and factories, and slowly lighting up the great expanse of water, of which we caught and lost ever-shifting vistas through the trees.

At Cleveland we spent our time wiring to friends who were to have met us at Buffalo, and discovered that the diner, which we had been told would be put on at Cleveland, had been taken off there, though it was still early in the morning. No lunch till Erie at 12:42. Nothing more was needed to make it a pleasant forenoon for tired, hungry people.

Expensive and unsatisfactory as the railroad lunch counter usually is, especially with the added and improved expense and dissatisfaction for which the war has been a pretext, we found the journey much more pleasant after leaving Erie. Most of the afternoon we were in the famous Chautauqua grape district. The vines, growing on wires as Evergreen blackberries are trained in Western Washington, were loaded with rich purple clusters. Much of the fruit is shipped fresh to the great cities of New York, Pennsylvania and Ohio, and much more is made into grape juice by the factories of the Welch and Armour companies, some of which we saw from the train.

At Dunkirk we succeeded in getting a basket of the grapes, and found them delicious, though not more so than the western grapes, of which the supply is unfortunately so inadequate that great quantities of eastern grapes are shipped into the Northwest.

At Buffalo our hoodoo was still running true to form. Our friends had missed us, and we had barely time to go out to Niagara Falls, give them one good look, and run for the electric car. Doubtless we should have been greatly inspired if we had had time to stay for that purpose. But even one look is worth a two-hour trip, for Niagara is one of the great unspoiled wonders of nature. Here, at least, is a place whose popularity is not due to advertising or the mob instinct, but to the sheer greatness of the scene itself.

Safe on the train for Montreal, we thought our troubles were over, and the old hoodoo shaken for good and all. Everything was comfortable and well-ordered, and we arrived with 24 hours to spare before our ship was due to sail. But Mr. Hoodoo had been only kidding us along. We wiled clear to the ground when we got to the steamship company's office and learned that our sailing had been twice postponed since we left home, and that our ship would not sail until October 2, instead of September 27.

Fortunately, steamship companies are not so independent as the lordly railroad companies, who smugly announce that they "will not be responsible for loss or delay resulting from failure to make connections," and that "this schedule is subject to change without notice." After some desultory discussion of other lines, which didn't seem to offer any solution of our problem, the company raised us more than half way out of the depths by offering to pay our hotel expenses until the ship sailed, and, apparently out of sheer goodness of heart, made it the best hotel in Montreal while they were about it.

Montreal is the largest city in Canada, and has a population of 800,000. It is the strangest imaginable mixture of English, French and Canadian, the whole permeated by a truly American spirit of bustle and enterprise. Next week we shall tell something of its queer customs, its strange crooked streets, and its remarkable up-to-dateness.

## HUNTER WANDERS FAR.

**Man Lost Near Summit Lake Shows Up Near Little Rock.**

Ed Ekherst, a local hunter who got separated from his brother about 8 o'clock Thursday morning of last week while hunting near the old Jamieson logging works south of Summit lake, wandered through the woods and hills all that day and all day Friday before he happened on to the campfire of another hunter by the name of Hudson, on Waddle creek, not far from Little Rock.

Hudson took him to Little Rock, arriving there about 11 o'clock Friday night. Ekherst was weakened by the exposure and lack of food, but was otherwise unaffected. Searching parties headed by Game Warden King and Sheriff Gifford spent Thursday and Friday in the woods and another was ready to start Saturday morning when the news was received that he was safe.

Deputy Sheriff Andrew Peterson, more familiarly known as the "speed cop," was married last week to Miss Mabel Cuyler, daughter of Mr. and Mrs. E. S. Cuyler of Tumwater. The ceremony was performed by the Rev. E. Hopkins, an old friend of the family. Mr. and Mrs. Peterson will make their home in East Olympia.

## BENSON WILL TOUR WORLD NEXT YEAR

**STATE COMMISSIONER TO STUDY AGRICULTURAL METHODS OF OTHER COUNTRIES.**

E. F. Benson, state commissioner of agriculture, is preparing to leave Washington for a trip around the world the longest way, beginning at Vancouver, B. C., between January 15 and 20. Mr. Benson will retain his title as state commissioner for the trip, but will pay his own expenses and his place will be filled by a deputy commissioner, who will draw the salary and do the state work.

In the event that Mr. Benson does not care to resume office at the conclusion of his voyage, which will cover the greater part of the coming year, the deputy will be the man most likely to succeed him. This appointment has not yet been decided. The state commissioner will be accompanied by his wife and probably several friends.

The trip has Governor Louis F. Hart's approval and every official assistance possible will be given to the Washington commissioner in his quest for whatever of benefit the rest of the world has to offer this state.

Particular attention will be given by the state commissioner to methods of agriculture in the various countries he visits, together with their marketing methods and conditions, land settlement and improvement development, irrigation, crop production, livestock raising and civic regulations of a progressive nature, particularly in New Zealand and Australia.

Leaving Vancouver for Auckland.

**STATEMENT OF THE OWNERSHIP, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912, of The Washington Standard, published weekly at Olympia, Wash., for October 1, 1919.**

I, Before me, a notary public in and for the state and county aforesaid, personally appeared Eagle Freshwater, who, having been duly sworn according to law, deposes and says that he is the owner of The Washington Standard, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the name and address of the publisher, editor, managing editor, and business manager is: Eagle Freshwater, Olympia, Wash.
2. That the owner is: Eagle Freshwater, Olympia, Wash.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: B. F. Freshwater, Delaware, Ohio; P. M. Tro-Olympia, Wash.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

EAGLE FRESHWATER.  
Sworn to and subscribed before me this 2nd day of October, 1919.  
(Seal) G. H. UHLER.  
(My commission expires Feb. 1, 1927.)

Mr. Benson plans to stop one day at Honolulu, where he expects to meet E. L. Farnsworth, veteran member of the Washington legislature from Lincoln county, who has sold his business interests and is now touring about the Pacific. After Honolulu, Mr. Benson's next stop will be Fiji, from which he will go direct to Auckland, thence to Sidney and the east coast of Australia to Brisbane, where he will take the Nippon Yusen Kaisha line to Manila. The next stage of his itinerary will be Hongkong, with a side trip to Canton and across to Tokyo, with a rail trip in prospect through Japan in cherry blossom time. He plans next a trip to Seoul in Korea and another rail trip through China in the springtime to Peking and Shanghai.

From the latter port the party will embark for Calcutta and cross India to Bombay, visiting Delhi and other important points with particular reference to irrigation development. From Bombay the party will sail for Aden and up the Red Sea to Suez. From Cairo Egypt Mr. Benson will make a trip by rail up the Nile to the great dam at Assouan for an inspection of that irrigation project and Honolulu, where he expects to meet E. L. Farnsworth, veteran member of the Washington legislature from Lincoln county, who has sold his business interests and is now touring about the Pacific. After Honolulu, Mr. Benson's next stop will be Fiji, from which he will go direct to Auckland, thence to Sidney and the east coast of Australia to Brisbane, where he will take the Nippon Yusen Kaisha line to Manila. The next stage of his itinerary will be Hongkong, with a side trip to Canton and across to Tokyo, with a rail trip in prospect through Japan in cherry blossom time. He plans next a trip to Seoul in Korea and another rail trip through China in the springtime to Peking and Shanghai.

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Judge John M. Wilson of the superior court Tuesday granted Lilla Youngs of Olympia a divorce from her husband, Joseph Youngs.

## Pluggers Always Win

Notice how players overlooked and discarded by other teams have shone in the world's championship test?

Where favorites have failed under the strain the hitherto unknowns have come through strong and victorious.

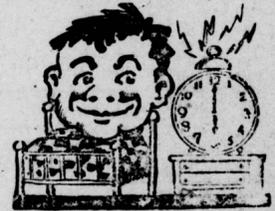
They are men who didn't get discouraged when turned down, who didn't quit when disappointed, who kept plugging away the best they could.

They got the habit of determined dependence on their own worth and fortified it with unbroken effort to be ready when their chance came. It always comes to such men.

Every man has the same proposition to deal with. If he works continuously to excel in worthy purpose, to develop himself, to be trained and true, he will be ready for the big test.

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