

THE ST. HELENS MIST

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COUNTY OFFICIAL PAPER

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AT A ROPE'S END.

John Rathie and Elvie D. Kirby, both young men, were hanged at Salem last Friday after exhausting every legal means for nearly two years to save their lives.

Russell Hecker, another young man, the same week, was sentenced to hang. All three were adjudged guilty of murder in the first degree by juries.

Capital punishment, prescribed by law and carried into effect, deliberately in the name of justice, seems a fearful thing, and yet who shall say that it is not the portion earned by those who, with cold-blooded premeditation, take the life of a fellow man?

Rathie and Kirby, sentenced to die on the gallows, become objects of pity but what of Rathie and Kirby, murderers of one of Oregon's finest citizens and most efficient officers?

There have been too many killings in Oregon, too many in the whole country. Human life is held too cheaply. Violent deaths are reported daily and it is plainly apparent that too many people hold too slight regard for the law of God and man which says, "Thou shalt not kill."

If young men will not respect the law they must be made to fear it and the sternest punishment which can be meted out to murderers may be the means of causing other potential murderers to hesitate before they pull the trigger.

The fate which overtook Rathie and Kirby Friday morning and which will overtake young Hecker, is their harvest of a field which they sowed to tares, and it should sound a warning to boys growing into manhood that evil habits and evil ways are the seeds of misfortune and disaster out of which nothing else can grow.

FRAUDULENT "MASONS."

Masons throughout the United States, not to say the wide world, will be highly gratified at the action of the federal court, district of Utah, which has just sentenced Matthew McBlain, Thompson Perrot and Dominic Bergers to two years each on ten counts each (concurrent sentence), for using the mails to defraud.

The prisoners were convicted of operating the "American Masonic Federation," whatever that may be, and of having duped some ten thousand persons in this country and abroad into buying "degrees" of all kinds. It was proved that the "authority" which they claimed for working the craft degrees was a negro organization in Louisiana, and that the alleged Scottish organization which they claimed as an authority for conferring the degrees was an organization originated by McBlain.

Witnesses came from all over the United States and from Scotland. The trial judge rebuked the defendants unmercifully for perpetrating such an open fraud on the oldest and most honorable fraternal organization in the world. In addition to the long terms of imprisonment given, each of the defendants was fined \$5,000, and, of course, must pay the costs of the suit. The convicted men were not particular as to what "Masonic" degrees they sold; initiates were made in the Blue Lodge, the Knights Templar, the Scottish Rite, the Eastern Star, or the Mystic Shrine, provided the "candidates" had the cash.

The postoffice authorities are gratified to have been vindicated in upholding the integrity of the postal service, which cannot be made to aid a fraud with impunity. Likewise, all Masonic bodies will rejoice that malefactors striving to bring their organizations into disrepute have met their just deserts.

EVERYBODY ON WHEELS.

We may be having hard times but we are still able to buy automobiles. The motor vehicle registration in the country in 1921 totalled 10,338,632—an increase of more than a million over 1920.

About half of these cars are believed to be owned by farmers, though there are no actual figures on distribution.

At any rate, the country is on an automobile basis, and those alarming statisticians, who are forever trying to show by figures that the national income is not large enough to buy tires and gasoline, might as well throw away their lead pencils and begin to worry about something else.

We are going to keep these cars and buy more. That is settled. And if the incomes can't stand the increasing investment and upkeep, why, we'll have to increase the income. The automobile is here to stay. Everybody is on wheels.

LIFE'S LESSONS ARE SOON FORGOTTEN.

Major General George Bell, commanding the sixth corps area of the United States army, spoke a number of wholesome truths in an address Thursday at Chicago. It is literally true, as he declared, that we are scrapping our national defenses, and "it is like scrapping our police force and imagining we would be safe on the streets."

As a result of the failure of congress to make a sufficient appropriation, "our organized reserve is virtually destroyed." Out of 10,000 reserve officers, only 500 will be in the 15-day maneuvers. We have practically scrapped our aircraft and our submarines, have trimmed down the small regular army to a police force, and are rapidly drifting back into the condition that found us woefully unprepared when we entered the World war in April, 1917.

The greater part of our present enormous public debt, as General Bell truly says, "is due to unpreparedness, as were many of the deaths in the war."

Theodore Roosevelt, outstanding exponent of wise national preparedness, is in his grave; General Wood is far overseas in the Philippines, and a majority of congress has adopted the poor slogan, "Billions and more billions for bonus, but niggardly millions for the army and the national guard." So quickly are life's costly lessons forgotten! — Spokesman-Review.

UNNECESSARY RISKS.

Only a few days ago several bathers at Seaside beach were drowned. They were toying with a canoe and tried to "ride the breakers." A beach life guard heard their calls for help and went to aid them. He was drowned in the effort to save a third party after he had rescued two persons. Somebody's foolishness and the love of the daring or spectacular was responsible for the loss of three lives.

Further up the beach a man and woman ventured too far out and were swept seaward by the strong undertow. Two men, one of them the sheriff of Columbia county, risked their lives to save the lives of the bathers who took an unnecessary risk. Sunday afternoon the Columbia river claimed a victim. Two boys in a canoe took a chance on battling the rough water and strong current. One was drowned and the other escaped only by a miracle. Man has not yet conquered the elements and he is foolish when he starts an unnecessary battle. He is foolish when he takes a risk unless it is that such risk is in line with his duty or his vocation.

"YOU OUGHT TO DO."

How many times have you had some one come to you and but in and say, "Here, I'll tell you what you ought to do?"

Have you not felt like answering, "Who gave you any license to tell me what I ought to do?"

The chances are ten to one that the fellow who comes to you with such cocksureness doesn't know anything about your conditions or problems. His idea, if he has one, is half-baked, based upon part information if any at all.

His suggestion, and his manner, made you mad, of course.

Well, remember it. And when you go to some one else and offer him advice, or tell him what he ought to do, be sure you know what you are talking about.

OVER-LOOKED.

Have you ever done a piece of work, conscious at the time that something was vitally wrong with it, but unable to find the defect until after the job was done?

The feeling that "something is wrong" floats up like a vapor from the subconscious mind.

A Toronto doctor toiled evenings for two winters, building in his cellar an 18-foot motor boat to be used on a nearby lake. All the time he was conscious that something was wrong, but could not figure it out, although he pondered everything in detail from engines to paint.

When it came time to take the boat to the freight train to ship it to the lake, he suddenly found what had bothered his subconscious mind. It was:

There was no way of getting the boat out of the cellar, except by tearing a big hole in the foundations of the house and digging a deep opening to the outside.

KEEP UP THE HIGHWAYS.

In every section of the country now there are automobile lines which carry passengers from points to points, in competition with steam and electric roads.

These things are conveniences, and even necessities. We would not do without them.

But should they not be required to help pay for the upkeep of the highways which they use?

Would it not be sound business for the state legislatures to levy a special tax on such public carriers the proceeds to be devoted solely to maintain the roads?

The tax should not be excessive, but it should be substituted, and few taxes would be more just.

TAKE A VACATION.

The best investment that the average man or woman can make during the summer is to take a vacation.

well as physically. We are less able to bear a strain when it does come.

Take a vacation. Go away. Your job will run for a while without you. If it won't, it isn't worth having.

Your vacation, your change, will help you. It may keep you from a complete breakdown and a heavy doctor's bill, and at any rate it will make you more fit for more and better work when you get back, and in that way it will be a good investment.

SIMPLE LESSON.

Plant vegetables in a garden or crops in a field. Cultivate them properly, give them good treatment, and they grow and make good yields. Neglect them, stunt them, and they do nothing.

And the same rule holds good as to human beings.

Abuse yourself and you pay for it. Take care of yourself, observe the rules of plain common sense and you will be more fit in every way.

Why can we not learn this lesson?

The clang of the fire gong roused the chief of the Corvallis, Ore., fire department who was coming out from under the ether following an operation. Doctors, attendants and nurses in the hospital failed to hold him and, half dazed, he jumped into his car, dashed up the street and arrived at the fire in time to direct operations.

Some women smoke, and some darn socks, but you never saw a woman doing both at the same time.

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START SOMETHING

"Start something worth while if you would make progress," is the advice frequently given to young men.

There is nothing a young man or woman can start that will contribute more to their progress and happiness than a bank account.

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The high mileage records of Firestone Cords continue to emphasize the fact that Firestone methods are different and better. These records, steadily increasing in number and in mileage totals, justify the Firestone contention that there is one best way to build tires.

Among the primary sources of Firestone extra mileage is double gum-dipping—the saturation of the cord plies in a vat of liquid gum—thus coating each cord and virtually eliminating internal heat and friction.

Another is Firestone air bag curing, with its 200 pound pressure, which places every cord accurately and equalizes the tension.

By blending the rubbers of different plantations and types, and by tempering it before mixing, Firestone men add still more mileage.

Many cord tires are good—a few are better—Firestone users say one is best.

Those who have already experienced Firestone mileage, have stopped shopping and experimenting—they have made these cords standard equipment. Investigate your friends' success with Firestone Cords—and buy your next tire accordingly. Come in and get your share of extra mileage.

Table with tire specifications: 20 x 3 1/2 Oldfield '999' \$7.99, 20 x 3 1/2 Oldfield '999' \$8.95, 20 x 3 1/2 Regular Size \$11.75, 20 x 3 1/2 Extra Size \$12.40, 20 x 3 1/2 \$11.00, 20 x 3 1/2 \$11.80.