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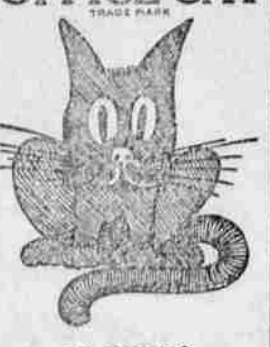
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WAY TO LIFE: He hath showed thee, O man, what is good; and what doth the Lord require of thee, but to do justly, and to love mercy, and to walk humbly with thy God.—Micah 6:8.

OFFICE CAT
TRADE MARK



BY JUNIUS

When a self-made man suffers from an inferior complex, he can always get relief by scolding college professors.

The paper of today may not be as modest as her mother was at her age, but who expects her to be?

Correct this sentence: "He was a healthy normal boy, but he never tried to suck up to her without washing his feet."

Glory be.
The front door to the ancient tomb at last is finally shut.
And for a while, we all rejoice.
We've heard the last of Tut.
We've heard the last of Tut is right.
But modern times are not for us.
We've got to wear pioneer garb because Chief Roosevelt says we must!

If the average wife has a good can opener she can prepare her husband's dinner.

The reason some girls leave home, thinks Amor Tuck, is because they can't take it with them.

EFFICIENCY RECORD BRIGHTENS OUTLOOK FOR WESTERN MEN

All records for heavy car loading on Southern Pacific lines were broken in May when an average car load of 28.5 tons per car was obtained.

The official use of cars was due, L. H. Dyer, general manager of the company, said today in commenting on the record, to the whole-hearted cooperation of shippers and the company employees.

The railroads of the country are making in efforts to speed up transportation in order to handle the enormous freight business expected this year with the facilities at their command. The American Railway Association recently outlined a program of railroad accomplishment which should be attained by the roads in order to effectively handle the record breaking business. This program calls for a maximum of 15 per cent of locomotives requiring heavy repairs and 5 per cent of freight cars in bad order, and a minimum average of 30 miles per freight car per day, and 30 tons of freight per car load monthly.

"Shippers on our lines should take considerable comfort from the way Southern Pacific is putting its shoulder to the wheel in the effort

to speed up transportation," said Dyer. "Further improvement in condition of equipment in May released for service 48 additional locomotives and 199 freight cars. This gives us only 11.4 per cent of locomotives requiring heavy repairs and 3.5 per cent of freight cars in bad order, as compared with the 15 and 5 per cent set as the mark for the railroads as a whole.

"The latest report on average miles per freight car per day shows that in March we secured an average of 40 miles per day, and in April an average of 42.4 miles per day, as compared with the American equivalent of 37,500 additional car days in April, or an average of 2,457 cars per day.

The average car load in March was 27.6 tons, in April 28.1 tons and May 28.5 tons. The beneficial results of this heavy car loading to shippers is shown by the fact that the heavier loading in April, as compared with March, was equivalent to adding 1,435 freight cars to the car supply available to our patrons.

"While distances between car terminals enables us to obtain a relatively high average car mileage per day, we are handicapped, on the other hand, in our efforts to secure the average tons per car sought for the nation by reason of the large volume of light weight perishable freight we handle, and the small amount of heavy commodities such as coal, iron, etc.

"I believe the foregoing figures are convincing evidence of this company's determination to efficiently handle any transportation emergency that may arise."

For Sale

18 acres, practically adjoining the city limits with very good four-room house, chicken house and park and barn; about one-half this tract is in oats, fine stand. The price is only \$1,500.00. Terms: \$250 cash, balance, \$25 per month. This is an exceptional value and will interest anyone who desires to keep a few cows, chickens and garden.

I have a client who has a practically new Dodge touring car, run less than 2,000 miles, looks as well as the day it left the factory. Owner desires to buy a residence, and will pay cash difference if the property is priced rightly, or will assume difference in price.

Two lots, close in, paved and sewer all paid for, just off Fourth street. The price will interest those who desire to build and live close in, near Methodist church.


I have a modern home, practically six rooms, two bedrooms, and an enclosed sleeping porch, full basement, heating plant, wash trays, breakfast nook, laundry chute, built-in mirror, house built last fall wiring. Immediate possession can be given.

Several small houses priced right on easy payments.

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Men's Dress Shoes
The time to reduce your shoe bills is when the opportunity presents itself. Next week all Florsheims—Oxfords and Shoes—will be reduced 10 per cent.



Men's Work Shoes
Reduced 10 Per Cent
Look 'em over—Weyenberg, Copeland & Ryder, Manz Ease, Leon Brand and Bergmann's cruisers and loggers have 10 per cent slashed off the regular price. Reduction is good all week. Store is open until 6 o'clock.



SPECIAL LOTS—SAVE!

Pumps Growing girls' footwear, one-strap, low heel, sizes 3, 4 and 5. They sell in a regular way up to \$3.50. Ideal for vacation wear. \$1.19	Oxfords Women's Oxfords in brown, chocolate and tan. Military or Cuban heels, values to \$9.00. Sizes 2 1/2 to 8. Good to wear around home. \$2.95	Shoes This lot consists of old stock, excellent leather and good service may be expected. The sizes are broken, but if you find yours, you have a bargain. \$1.90
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The Way Of Cooperation For Farmers

A drive to help make better markets for farm products is on in Portland.

It is a real drive. It is an aggressive drive. The most powerful business figures in Portland are in it. The most eminent business and financial figures in Portland are leading it. Practically the entire business and financial world of Portland is backing it, says the Oregon Journal.

The movement is more like one of the old war drives than anything that has happened since the armistice. Representatives of more millions of dollars sat at a luncheon the other day to resolve upon the movement than have touched hands and deliberated since the days of Liberty loans and the Red Cross. As you looked over the faces of those present you could almost see the old Liberty Temple just beyond the windows in the room in which they reasoned together.

Not in years has an activity more intelligent been launched in Portland. The town has never understood the farm. In their haste men in the city have not stopped to reason out their economic relation with the men in the country.

Here is the thing they have overlooked: All food and raw material come from the soil. The basis of production is the land. The cities are built and maintained on what comes from the land. The population in the cities, including their industries, exist on production from the land. There can be no cities without the toil of those who produce from the land.

But the cities have become enormous. The strain upon those who are working the land has become colossal. The load on the back of the producers is slowly becoming unbearable. Never in the history of the country or the world have there been so many who lived by their wits, so many sharpers, so many semi-dependents, spongers and the like, all burdens upon producers.

Never in the history of the country or the world has there been so low a proportion of humanity engaged in the strictly useful and necessary functions of production. Never have there been so many engaged in useless occupations, never so many drones living without work, never so many distributors, middlemen, servants, propagandists, providers of luxury, politicians, promoters of things empty, harmful or vicious; never so many people in insane hospitals, jails, houses of detention, almshouses and penitentiaries; never so many courts, judges and lawyers and other institutions and officials maintained for the care of lunatics and the curbing of criminals—all resting upon the back of the farmer who delves into the earth to produce necessary things.

Aside from the miner and forester, practically the whole of the incongruous, top-heavy city mass which we call civilization rests upon the farmer, and has so grown in proportion that under the strain of dividing up his earnings to support them, the farmer is carrying a burden that threatens to crush him.

Yet the farmer is the great customer. Through the country bank he is indirectly a patron of the city bank. Through the country merchant he is indirectly the customer of the city wholesaler and the city manufacturer. He buys 40 to 60 per cent of the manufactured goods American industries make.

Now, remembering the strain that a top-heavy civilization has thrust upon agriculture, keep this in mind as proof of what a Portland drive for better farm markets means: We cannot all be farmers and maintain a modern civilization, to be sure. But we can all be farmers and survive. But we cannot all be city men and exist, even for a day.

Then, if the city cannot exist without the farmers, the city cannot prosper unless the farmers prosper.

Farm And Town The Big Drive

The factory system is recognized as the key to all forms of productive industries today all over the world—except in agriculture, writes Aaron Shapiro in The World's Work. Now, where there is the factory system or group production there is group capital. Where there is group capital there must be a corporation formed. That is why every state in the Union established laws whereby group marketing and production could be carried on, giving us the artificial thing called a corporation for carrying on that activity. But they forgot the farmer. The farmer is the only part of modern industry (besides art) in which you have individual production. The ideal of every man is a country dotted with farm units in which one man operates the farm and produces through his own labor or through the assistance of hired men. And they think that because the farmer produces individually, marketing is an individual problem.

But marketing is not individual at all. It is a group problem. You cannot market without a distinct consideration of what all the other producers are doing at the same time. You cannot market without knowing what the market absorption is, or what the market demand is, what the money markets are, and the other chief elements of trade.—Christian Science Monitor.

Poles never swear in their own language, invariably using Russian. Well, Russian is probably better adapted to that line of work.

"Refiners are working for the public," a sugar man is quoted as having said. This states the case exactly—if you eliminate

The risk of doing a favor to some persons is that they are encouraged to ask for another.

It is not fair to blame the weather bureau for the weather, but only for the predictions.

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