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RECIPROACITY—For if ye forgive men their trespasses, your heavenly Father will also forgive you: But if ye forgive not men their trespasses, neither will your Father forgive your trespasses.—Matthew 6:14, 15.

And Eventually We Trust Congress Will Get Around to Relieving "City Farmers" a Bit!



ABE MARTIN



The New Augusty, Indiana, feller that won \$86,000 on the Epsom Downs derby went an' bought a farm instead o' savin' his money. Pony Mopps has a dandy lookin' daughter who'll soon be twenty-two an' she haint got a hammer mark on her.

The air mail service for a single year shows but one death for 2,683,006 miles of flight, his article shows. Estimating that the professional mail pilot covers 20,000 miles a year, he shows that this record means but one death in 129 years. For civilian sport flying, Mr. Brucker takes the figures of the Canadian Light Airplane club, many of whose members were student flyers and, consequently, liable to more accidents. But at the end of a year the organization had recorded \$12,400 miles flown with but three fatal crashes.

YOUNG MAN KILLED
KILGAMATH FALLS, Ore., July 8 (AP)—I n a head-on automobile crash, N. A. Stockwell, 27, was killed last night. Alfred James, 11, and Milton Lotches, 3, suffered possible fractures of the skull and other occupants of the two machines were hurt on The Dalles-California highway near Algoma Point.

Stockwell's car and a machine driven by Lena Lotches, young Indian woman, collided on a straight away.

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The importance of the tourist business to various communities in Oregon on such highways as the Oregon Trail will be realized by anyone who checks the number of out-of-state cars traveling those highways. For a hundred miles east of The Dalles Saturday a count was made of these visiting motorists from other states. A total of 61 per cent of the motor vehicles on the highway, including stages and trucks, carried licenses of other states—only 39 per cent were Oregon vehicles. Considering that the count was made on Saturday when Oregon people are normally making marketing and vacation trips, using their own roads for cross country trips more than during the week, the figures would indicate a conservative estimate of tourist business. And it means that nearly two-thirds of the gasoline purchased for travel on the main highways is paid for by visitors from other states. It means that nearly two-thirds of the food purchased by our main highway travelers is for out-of-state visitors, that nearly two-thirds of the hotel and camp accommodations required by motorists is paid for by non-Oregon money. And a further check shows that more than two-thirds of these outside visitors come from California.

Those American individuals who oppose military preparedness and who interpret preparedness activities of ex-service men as militaristic should read a new book that has come to our attention, "All Quiet on the Western Front," by Erich Maria Remarque. This book, written by a German, is characterized in Germany, England and this country as the greatest novel about the war. Those who did not participate in active fighting will find in it the most accurate picture of the life of the common soldier we have ever seen in print. And they will find the reason why the participants in the Great War are the greatest opponents of future war, the greatest proponents of preparedness as the primary means of making future war improbable. If your conception of actual warfare is hazy, if you have received your impressions of World War experiences through a veil of sentiment and reticence, read "All Quiet on the Western Front." A German soldier tells the story as it has been told before only in the hearts of those who went through it as he did. It is told beautifully, simply.

MEDDLING MALES

Will they never cease picking on the weaker sex? The girls may be on an equality with masculinity at the polls and probably enjoy equality-plus in the home and anywhere that seats are at a premium, but the moralizing fault-finders are constantly reminding the race that the female of the species is decidedly not the equal of man.

Nine times out of 10 the uplifters are out to uplift women. Whether it is because they believe masculinity incorrigible or impeccable, they leave the men pretty much to their own sins or saintiness. Just go back over the years and note the attempts to convert the erring sex. Silk stockings were once considered shameful, and then rolled stockings were branded as shocking and now they would make the poor things wear rolled silk stockings because bare legs are "sinful."

How like that has been the evolution of the modern dress! As skirts shortened, sleeves vanished and necks dropped the louder grew the protestations of the protectors of the public morals, who saw in each development a step nearer destruction and damnation.

Nor are the innocent ones allowed, even in this most liberal of ages, to lead their own lives. There are those who condemn them for smoking and would take from them that privilege and pleasure. Neither have they the divine right to determine the dimensions of their sun-tan. It is a hard life, this being a woman!

HIGH DEGREE OF SAFETY IN FLYING

Average Naval Aviator Today can Fly 19 Years Before Fatal Wreck.

NEW YORK, July 8—How safe is airplane travel today? The first comprehensive answer to this question, which is concerning more and more Americans each year, is provided by Herbert Brucker, writer and aviation enthusiast, in a survey of current aerial activities in America which is published in the July issue of The Review of Reviews.

By computing the number of miles flown within the latest recorded period and the number of fatal accidents in four classes of flying—army navy, air mail and civilian flying clubs—Mr. Brucker finds flying has achieved an incredibly high degree of safety.

The average naval aviator today can fly for 19 years before meeting a fatal accident, he calculates. The army flyer can record 17½ years

without a fatal crash; the air mail service recorded but one death in 2,583,006 miles flown in 1928, which would mean but one death in 129 years of flying; the civilian club flyer, including the dangerous period of student flying, had an average record indicating 13½ years aloft without a fatal accident.

All Mail Average High. All of these classes of flyers face dangers not encountered by the occasional air passenger, Mr. Brucker points out.

"Among naval flyers there were 12,725,000 miles flown and 28 killed," he shows. The record last

year was 392,000 miles flown for each death. On the basis of the difficult flying done last year by naval aviators, that would mean that a man could fly 19 years, even if he were a frequent flyer before he would be killed.

"This general conclusion is borne out by the army's experience. Army flying has almost tripled in seven years, and the number of fatalities has shrunk to one-third. Last year there was approximately a death to every 354,700 miles flown, indicating that an average man could fly on military tasks and in intricate maneuvers some 17½ years before having a fatal crash."

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Cultivate the habit of reading advertisements. Read them every day. Gather the information that helps you compare and choose wisely when you buy. Be up to date!

Advertisements form the mirror that reflects the progress of industry.

What's A Friend Good For Anyhow?

Someone said once that a friend is one that knows all your faults and is still your friend. We think, too, that a friend is someone who likes you well enough and is interested in you enough to hear all your troubles and joys and help you or congratulate you, as the case may require.

When you have financial success, no one is more pleased to hear about it than your banker. When you have financial difficulty, no one is more eager to give friendly counsel and aid than your banker. He's your financial friend. If you cannot go to him with money difficulties or successes and immediately secure his friendly attention and interest, something must be wrong with him—or, possibly, with you.

He's not only glad but anxious to be your financial counsellor. It's his reason for being—it's what he's good for, if he's good for anything.

Give your banker a chance to be a valuable friend of yours. He may not always be able to lend you all the money you want all the time, but he'll be able to tell you in good business reasons why, for your benefit as well as the bank's he thinks it shouldn't be done. And he'll always be able to give you the benefit of long financial experience, of business counsel that should prove very much worthwhile. He is truly anxious to help you realize your financial ambitions in a way that will be safe, honorable, and enduring.

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