BUTTER MAKERS SHOW INCREASE

Excess in 1923 Over Previous Year 101,385 Pounds, Dairymen Say

That butter produced in 1923 was 101,385 pounds in excess of that produced in 1922, was brought out in the annual report to stockholders in the Capital City Cooperative Creamery association, who met Saturday in the Chamber of Commerce auditorium. There were 289,041 pounds of butter produced last year and 187,656 pounds in 1922. During 1921 there were 178,209 pounds and 175,532 pounds produced in 1920. For the year ending December 31, $2029.66 was paid to patrons in dividends. The surplus at present is $3377.38.

J. D. Mickel, state dairy and food commissioner, compared oleomargarine with butter, showing the lack of food value in the former. He pointed out the necessity of feeding children and the growing generation the proper dairy products.

Cream grading and its importance was also stressed. As Oregon is now producing more butter than is consumed in the state it will be necessary to have quality butter in order to compete with outside markets such as San Francisco and Seattle, he said.

MR. MAN

Did you ever pause to consider the part that correctly tailored clothing plays in deciding whether you are a success or a failure?

Tomorrow when you go to your office notice the clothing of the first ten men who enter and see if there is a single carelessly dressed man who appeals to you as being the sort of man whom you would care to trust with matters of importance.

D. H. Mosher

474 Court St. Phone 360

SALEM MARKETS

GRAIN AND HAY

No. 2 wheat	90c
No. 3 red wheat, sacked	90c
Oats	45c @ 48c
Cheat hay	$12 @ $13
Oat hay	$12 @ $14
Clover hay, baled	$12 @ $14

Prices quoted are wholesale and are prices received by farmers. No retail prices are given, except as noted:

EGGS, BUTTER, BUTTERFAT

Creamery butter	49c @ 50c
Butterfat delivered	50c
Milk, per cwt.	$2.35
Eggs, selects	35c
Standards	31c
Pullets	28c.

POULTRY

Heavy hens	19c
Medium and light hens	16c @ 14c

PORK, MUTTON AND BEEF

Hogs, top, 150-225 lbs., cwt.	$8.00
Hogs, top, 225-275, cwt.	$7.50
Hogs, top, 275-300, cwt	$7.00
Light sows, cwt	$6.00
Rough heavy	04c @ 05c
Top veal, dressed	09½c
Cows	02½ @ 04½
Top lambs	10c

GENERAL MARKETS

DRIED FRUIT

NEW YORK, Jan. 19.—Evaporated apples, good export demand. Prunes, firm but quiet. Apricots and peaches, firm. Raisins, steady.

WHEAT

MINNEAPOLIS, Jan. 19.—Cash wheat: No. 1 northern $1.12⅝ to $1.16⅝; No. 1 dark northern spring, choice to fancy $1.20⅝ to $1.26⅝; good to choice $1.16⅝ to $1.19⅝; ordinary to good $1.13⅝ to $1.16⅝; May $1.12⅝; July $1.13½; September $1.11¾.

LIVERPOOL, Jan. 19.—Close: Wheat ¼ to ⅜d lower; March 9s, 2⅛d; May 8s, 10⅝d; July 8s, 9⅝d.

PORTLAND, Jan. 19.—Grain futures: Wheat, bluestem and baart, January, February, March $1.02; soft white, January, February, March $1.01; western wheat, January, February $1.01; March $1; hard winter, January 97c; February 96c; March 95c; northern spring, western red, January, February 96c; March 95.

Millrun, January $25; February $27.

HAY

PORTLAND, Jan. 19.—Hay unchanged.

SEATTLE, Jan. 19.—Hay and grain unchanged.

GRANGE BEHIND HAY RATE ORDER

State Dairy and Food Commissioner Also Assures Service Commission

The legislative committee of the State Grange yesterday telegraphed the public service commission that they are backing the commission in the order for a reduction in freight rates on hay in Oregon which become effective Monday. J. D. Mickle, state dairy and food commissioner, called during the day and informed the commission that he is for the reduction.

The public service commission issued a statement in reply to that of J. H. Mulcahy, assistant traffic manager of the Southern Pacific company, printed in the morning newspapers yesterday relative to the reduced freight rates on hay that become effective Monday.

"With reference to the statement of J. H. Mulcahy, assistant traffic manager, Southern Pacific company, in this morning's Oregonian," says the commission, "we wish to call attention to the fact that its order is a maximum rate order graduated on distances and does not require that the rates set out therein shall be the minimum rates which may be charged on carload shipments of hay within this state.

"The traffic officials of the railroads of this state are permitted under the order referred to, to establish such reasonable, just and non-discriminatory rates lower than the rate prescribed in the order, when and where, in their opinion, conditions local to their lines justify such action.

"One of the functions of a traffic manager of a railroad is to protect the railroad's local traffic, as well as local shippers and consummers of commodities tributary to its lines."

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MY MARRIAGE PROBLEMS

Adele Garrison's New Phase of REVELATIONS OF A WIFE

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CHAPTER 79

WHY LILLIAN TOOK UP THE BATTLE FOR MADGE

Above the noise of my throttled-down engine I heard a faint, quickly smothered little chuckle from Lillian, and the next instant her hand touched my back as if inadvertently when she moved forward on the pretense of making room for Bess Dean in the tonneau of the car.

I do not think Bess noticed either, but I comprehended both, and knew that Lillian was registering both amusement and approval of my ruse, which effectually thwarted the girl's palpable purpose of trying to rouse my temper by talking to me.

"You'd hardly qualify as a motor-lorry driver, Madge, if another war should hit us." Bess gibed as she descended from the seat beside me and arranged herself beside Lillian in the tonneau. "I'm disappointed in you. I've seen fat, fussy women of fifty who couldn't stand anybody near them when they were driving, but I thought you were a better driver—and—a—better—sport."

She drawled the laast words slowly and significantly. I caught her meaning, and rejoiced that she could not see my eyes, for I could not control the hot anger that had leaped into them. I made no reply, however, but, throwing in my clutch, I sent the car on again.

And then I heard Lillian's voice, low, clear, incisive:

"Any lack of sportsmanship in your friends must cause you great anguish of mind, Miss Dean."

An Encounter

Just the slightest most delicate stress on the last pronoun, but with the power of a stiletto thrust. Bess Dean's poise was not disturbed, to all outward seeming. Her laugh was like a merry child's as she answered:

"Just uses me up for days," she agreed gayly. "Oh, girls! Look at that view across the hollow."

From that moment she chattered almost constantly of anything and nothing, light, frothy babble of which I understood the purpose. Lillian's stiletto point had struck home, and had made her change her tactics. That she was inwardly raging at both of us I knew, and was equally positive that, did the slightest opportunity arise, she would annoy us in any way she possibly could. But at least her claws were sheathed for the time, and with Lillian beside her I was quite sure that I would not be further badgered during the drive.

Thankful indeed was I that I had persuaded Lillian to accompany us. Without her I would have been defenceless against Bess Dean's harasassing verbal thrusts, and I felt that the under-the-surface mental controversy with the girl was just what my friend needed to divert her mind from contemplation of the vagaries of Robert Savarin's jealousy. It was with a mind at east that I shut both friend and heckler from my consciousness and put my whole attention upon my driving.

It was well that I did so, for a monster agricultural show at Kingston had made the curving roads unusually full of cars, many of them bent on speeding, and, therefore, on passing any car going at anything less than forty miles an hour. I did not mind a car passing me on the level stretches, but when around the dangerous curves they nosed up, compelling me to get over with two of my wheels but a few inches from the edge of the precipice, my blood chilled.

Bess Dean Retorts

This happened twice, and when, as I approached a particularly dangerous spot known as "Dead Man's Curve," I heard the sharp honk of a horn behind me, I deliberately kept my car in the middle of the road so there was no possible chance for the car to get by on either side. At the same time I sounded my own horn vigorously to signal any one on the other side of the curve, and cautiously crept around it until I had reached a level stretch. Then I swung my car quickly to the side of the road that the driver behind me might pass.

He was a fattish, arrogant person in a car of a make that I had heard Dicky say was built more for show than for real performance, and as he passed, slowly, he leaned out from his seat and yelled furiously at me, his face almost purple with passion:

"Why don't you learn to drive?"

I made him no answer, but from the seat behind me I heard a high, gaminlike hoot from Bess Dean:

"Why don't you?"

"Ah-h-r!" he sputtered, but the cars were too far apart by this time for further repartee.

"Fresh thing!" Bess commented in disgusted accents, and I realized that her hatred of being distanced or beaten by anybody had led her almost unconsciously to range herself upon my side against the inconsiderate driver. And I was not surprised to hear the eagerness of desire in her voice as she added:

"It's a wonderful long level stretch here, and your car is better than his. Can't you pass him, Madge?"

CHAPTER 80

HOW THE SOUL OF BESS DEAN WAS DISCLOSED

If there is anything more insidious in the world than the temptation to pass a motorist who has crowded your car to one side with a disregard for safety and common courtesy, I do not know it. And the eagerness in Bess Dean's voice as she begged me to pass the man who had called to us so insultingly urged me to the folly she advocated. But I have a horror of racing, so I contented myself with speeding up my car until I was but a short distance behind him, keeping pace with him, while I mentally reviewed the road for a mile or two in front of me.

"Don't Try It

I knew that there was a hairpin curve at the end of the next half-mile, and then we came abruptly to the longest and steepest hill of the whole journey. It was a hill which tested cruelly the climbing powers of any motor, because of the preliminary slowing down which the curve necessitated. I had been compelled to shift to second on it, and had seen many a driver make it only after slowing down almost to the point of shifting. There were many cars, however, of which Dicky's was one, which took the ascent like a bird, seeming, indeed, to gather speed and power as they ascended. I did not think the car in front of me belonged to that favored class, however, and while I knew its driver could beat me on the level stretches or curves, simply because he dared take the reckless chances which I abhorred, I hoped much from the hill. I did not wish to make any promises, however, especially to Bess Dean, for if I failed in an attempt to pass the man I knew the disgust she would feel, and no doubt express.

"I wish I could pass him, Bess," I called back, "but I don't quite dare. He's an ugly customer, and at the first hint of it he would try to crowd me off the road, if only in revenge for my not letting him pass at the curve."

"Don't try it."

Lillian's voice held a peremptory ring which she never uses to me. I understood that she meant it to impress Bess Dean, and I silently thanked her for the timely aid.

"Oh, you two!" The girl's voice was petulant. "You're about a thousand years old apiece, and your blood has turned to water. Gee! I wish I could drive! I'll bet no puffed-up, poisoned pup like that in front would pass me and get away with it."

"I understand there's a perfectly lovely morgue in Kingston," Lillian remarked irrelevantly.

"Well, I'd rather be dead than let anybody beat me like that!" the girl retorted, and I reflected that the remark was like a suddenly opened window-shutter upon her soul.

It was this characteristic of Bess Dean's which had prompted her journey to the Catskills, and her behavior while with us. Just at present her whole being was absorbed in one desire—that the car she was in should beat the car belonging to the arrogant driver in front. That point settled she would return to the contemplation of the best method of getting even with me.

Madge Wins

The offending driver ahead slackened speed slightly for the sharp curve and went around it, while I followed more slowly. And then at the foot of the hill I put my foot on the accelerafor, not suddenly, but with a gradual feeding of gas that I had learned acted best with this particular car upon the stiff hills. I felt the response of the engine, and rejoiced, knowing that the powerful reliable motor would bring us steadily to the top at almost any speed I chose.

Ahead of us, the other car, having rounded the corner at a much greater speed than mine, had started up the hill at a tremendous clip. The burst of speed carried it along for several rods, and then I saw the first signs of flagging, and I knew that the victory was mine. I wanted to wait a few seconds, however, until the pull of the hill should give the driver so much to do that he would have no time to try to crowd me off the road, so I kept at a steady pace behind him, but kept edging toward the center of the road. As a usual thing, I never pass any one on a hill, but this was so long a stretch, so easy a stunt, that I was not afraid of colliding with any car coming from the other direction.

"Good girl!" It was not Bess Dean's voice, but Lillian's and I thrilled with the realization that she, too, had resented the arrogance of the driver, and was rejoicing in this chance of revenge.

"Oh—can you do it?" Bess shrilled.

I did not answer her, but as the car in front of me slackened speed still more, I swung out, gave mine more gas, and slowly, steadily, forged past the other. I, of course, did not glance toward him, but I heard Bess Dean's voice in another clear gamin-like taunt:

"Can we tow you up?"

A string of "bad words" was the only answer, and then with gathering speed we swept on to the top of the hill.

(To be continued)

LEGION POSTS ARE ALLOTTED

Committees for Year Announced By Commander Carl D. Gabrielson

Capital post No. 9, American legion, will hold its regular meeting in McCornack hall Monday night. Since moving into its new location the post has been active and there has been something planned for every Monday night this month. Installation of officers and a big entertainment were held January 7, with a 40 and 8 initiation January 14, and another big entertainment January 28, when the 40-8 will be hosts to every ex-service man in Marion and Polk counties who is eligible for membership in the American legion.

Committees appointed for the year by Carl D. Gabrielson are as follows:

Executive committee — George P. Griffith, K. E. Hinges, Fred Gahlsdorf, Milo Rasmussen, Chas. E. Gjedstad.

Finance—Leo Page, E. F. White and Fred S. Lamport.

News service correspondent, department headquarters Pacific legion—C. K. Logan.

Americanism and education—Carle Abrams, Dr. B. F. Pound, Paul Hendricks.

Entertainment—Dr. Carl Wonner, I. W. Lewis, Ed Chastain and James Marr.

Post activities and athletic—King Bartlett, Hollis Huntington, Lester I. Pearmine, Daryl Proctor, John J. Elliott.

Calendar events for fiscal year—Charles E. Gjedstad, Clarence Green, Ed K. Humphrey.

Membership drive—George P. Griffith, Ralph I. Stevens, Clifford W. Brown.

Employment—Harry W. Scott, Harry Stilp, Paul B. Wallace, J. W. De Souza, W. L. Spaulding.

Benevolence — Dr. Roy Byrd, Karl E. Hinges, Dr. Carlton Smith, Robin D. Day.

Legislation—E. M. Page, Jay Morton.

Memorial day—Dr. C. B. O'Neil, J. B. Young, P. B. Quisenberry, Carle Abrams, W. P. Simpson.

SALEM CAMP IS NOT UP TO PAR

Although all automobile camps in California are rated as "good," yet Salem is rated as only "fairly good" in "Camp Grounds of California and Along the Pacific Highway," a booklet just issued by the Outing Bureau of the Automobile club of southern California.

After rating all California camps as 'good," the Outing Bureau has the following regarding Oregon cities.

Ashland camp, good.
Medford camp No. 1, good.
Medford camp No. 2, good.
Roseburg camp, good.
Oakland camp, fair.
Drain auto camp, fair.
Eugene camp No. 1, good.
Eugene camp No. 2, good.
Corvallis camp, good.
Albany camp, fair.
Portland auto camp, good.

And for Salem, the capital city, the rating is "fairly good." Salem is described as follows in the information booklet that will be placed in the hands of drivers of 20,000 cars that will come into Oregon from the south this season:

"Salem auto camp, 1010 miles north of Los Angeles, 676 miles north of San Francisco, 154 miles north of Roseburg and 58 miles south of Portland.

When open, April 15.

Condition, fairly good.

Remarks: Running water from two creeks. Water from city water works."

Salem is the only city of any size on the highway between San Diego and the Canadian line that is not given the rating "good." Several small camps between Salem and Portland are rated as "fair."

The lowest rating of auto camps is "fair." The middle class rating, which includes Salem is "fairly good," and the best rating of camp conditions is "good."

Cured His Rupture

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 492-K Marcellus Avenue, Manasquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

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Heavy Week Is Reported From Employment Bureau

One hundred and twenty-seven men and 23 women applied for work at the United States employment bureau during the week ending January 19. Of this number 60 men were sought, 49 referred and 37 placed. There were calls for three women and two each were referred and placed.

Common labor furnished 62 of the registrations, with 27 in demand, 22 referred and 20 placed. Woods laborers were second, with 31 registering, 26 in demand, 20 referred and 11 reported as having been placed. Eleven farm hands registered, with three each wanted, referred and placed. Eight chauffeurs registered, with no calls. Five nurses, male, were seeking work. There was one call which was filled. Four agricultural laborers registered, with call for one, who was referred.

Domestics headed the list of female registrants, with 15 calling at the office for work. There was demand made for one, who was referred and reported placed. Eight waitresses registered, with calls for two. One each was referred and placed.

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It has been the desire of every housewife to keep her silver and all metal parts, particularly ranges, heaters, water faucets, door knobs, etc., immaculate and bright, which could only be obtained by hard work, and scouring, often times this would fail to restore the desired result. The new preparation eliminates all work, such as scouring, rubbing, etc. You simply take a cloth, apply solution to the parts of any range or heater that have become unsightly or discolored from heat, or long use, then wipe off with dry cloth and presto! the old original and beautiful luster appears. This time and labor saving solution has been discovered by M. J. Marquardt, who is in charge of the H. L. Stiff Furniture Company's stove department, with permission of H. L. Stiff Furniture Company he will demonstrate to you this labor saving device, and offers you a trial bottle free. No charge, no obligation. This solution will be known under the name of Rub-No-More Metal Polish. Make your old stove look like new.

H. L. Stiff Furniture Company extends to you a cordial invitation, it's absolutely free, none for sale.

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