

MY MARRIAGE PROBLEMS

Adela Garrison's New Phase of REVELATIONS OF A WIFE

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CHAPTER 89

THE WISH DICKY CAUSED MADGE WEARILY TO MAKE.

"We don't want to discuss anything," I said to Dicky a bit crossly, feeling that perhaps a touch of acerbity was my best device for removing his patent jealousy of my confidences with Lillian. "And

if you're not tired, I am—dead! Please take me back to the bungalow."

I had been given a sudden illuminating flash of comprehension just after Dicky's self-betraying proposal to take himself off—I realized that, as Lillian was to go in the car with me, we would have all the next day undisturbed to talk over Katie. And worried as I was over the girl, my desire to have Lillian's advice upon the mystery could wait, I told myself, until Dicky's suspicious resentment was disarmed, as I knew it would be by my apparent eagerness to return to the house.

I could not have told how I knew that Dicky was both relieved and pleased at my fretful little speech. For neither his face nor his eyes showed any change of expression. Yet knew it I did, and the knowledge irritated me as had my discovery of Robert Savarin's attitude toward Lillian's work. Dicky looked at me closely. His eyes softened.

"You do look done up," he said

solicitously, while I could not help remembering his angry sneer an hour or two before at my expression of fatigue. "Come along, I'll tuck you in." How about you, Lil? Shall I guide your tottering footsteps, too?"

I flashed her a negative, and she took her cue promptly, although I knew she had no idea why I did not wish her to accompany us.

"What About the Cars?"

"No. I'll spare you that task," she said lightly. "This is the last chance I'll have to look at these mountains, and I'm going to improve it. Tell Marion where I am, will you, Madge?"

"Surely," I said with the mental reservation that I would delay that information until Robert Savarin had had his chance to redeem himself for his boorishness of the morning. Strangely enough, the rancor which I had felt toward the artist had disappeared, dispelled by his willingness to agree with Lillian's plans for going home, and I was determined that nothing should interfere with the interview I had promised him.

He was standing at the rear of the lawn as we came up the path from the brook, and I dropped Dicky's arm and crossed to him.

"She is down at the brook," I said in a low voice. "Better hurry."

"Thank you." He turned away almost abruptly, and walked swiftly down the path. Dicky looked curiously at me as I rejoined him.

"So that was it, was it?" he queried. "I thought old Lil was developing a mad thirst for sunset on the mountains. What are you doing, bringing fond hearts together after bitter quarrel? You'd much better leave 'em alone in my opinion. I tell you again that old Harry, devil as he was, had the makings of a much better pal for Lil than this solemn old genius."

"We'll never agree on that point," I said saucily, "even if our hearts do beat as one on all other things. So don't let's discuss it tonight. I really am ready to drop. I'm going straight to the bungalow. Will you hunt up Junior and bring him to me? And then what about the cars. Are they all fixed up for the trip?"

Dicky's eyebrows knit into a frown, and his good humor vanished.

Final Preparations.

"It's a wonder you wouldn't ditch the universe once in a while," he said crossly. "I should think you'd be tired carrying it on your shoulders every minute of the day and night. But to reassure your anxious mind, I'll tell you that the cars are all fixed up, both of them, or will be before I go to sleep. You get yourself and

the baby ready, and see that the cats are in. I'll try to struggle along with the rest. Of course, I know without your massive intellect concentrating on the job that I'm apt to start with a wheel or two missing, but we'll do our little best."

I was so tired that the anger I would naturally have felt at his tirade died even as it flashed into my heart. All I wanted at that moment was the chance to lie down and to banish, if possible, the headache which I had felt coming on for an hour or two.

"Never mind the cars," I said wearily. "I don't care what you do with them. Just bring Junior to me as soon as you can."

But I would have been less than human, if through all the final little preparations for the morning's start, which I made before I slept, there had not run the malicious little wish that something, not important or dangerous, might occur the next day to mar Dicky's self-sufficiency.

(To Be Continued.)

Society

(Continued from page 7)

Forty women have staked for the interior decoration class of the Salem Arts league, and according to Mrs. Monroe Gilbert, the leader of the section, no more enlistments will be made, only in case of some of the present signees taking their names from the list. Because individual problems will take a prominent part in the course, it is necessary to limit the class enrollment.

At a very interesting meeting last evening of the section in the city library, Mrs. Gilbert reviewed the work of the last lesson on the characteristics of color, with especial emphasis on value, hue and chroma, later introducing the study of the primary, secondary and complementary colors. From the samples of wall paper brought by the members, interesting criticisms and suggestions were brought out.

Those who have signed for work in the class are Mrs. C. E. Nelson, Mrs. T. S. Roberts, Mrs. A. A. Seiwert, Miss Mamie Victor, Miss Grader, Miss Mabel Temple, Mrs. Fred Ellis, Miss Merle McKelvey, Mrs. C. V. McKelvey, Mrs. Blanche M. Barker, Mrs. E. C. Richards, Mrs. T. T. Laws, Ipha Knox, Mrs. Carrie Reinhardt, Mrs. John Lau, Miss Grader, Mrs. Tom Cronise, Mrs. Hoffnell, Mrs. C. K. Logan, Mrs. Darrell Proctor, Mrs. Karl Becke, Mrs. Ronald Jones, Miss Leora Carver, Mrs. W. F. Fargo, Mrs. E. E. Fisher, Mrs. Morton E. Peck, Mrs. F. G. Meyers, Mrs. H. V. Compton, Dr. Mary Rowland, Miss Loretta Ford, Mrs. F. W. Lange, Mrs. J. A. Churchill, Miss

Covington, Mrs. Elmo White, Mrs. F. W. Poorman, Mrs. Donald Young, Mrs. C. F. Chambers, Miss Dorothea Steustoff and Mrs. John R. Siles.

The woman's missionary society of the First Christian church will meet in the church parlors tomorrow afternoon at 2:30 for the regular monthly program and social hour. Mrs. A. L. Beckendorf, formerly a missionary in the Philippine islands will speak of her work in the islands, and will dress in the native garb of the people among whom she worked. A very interesting meeting is anticipated and every woman of the church is urged to attend.

With Mrs. J. J. Evans as chairman, a committee of younger women of the church will act as hostesses for the afternoon.

The West South circle of the Jason Lee ladies aid society will meet at the home of Mrs. Josephine Lane, 1440 North Liberty street tomorrow afternoon at 2:30 o'clock.

The woman's auxiliary of the YMCA will meet tomorrow afternoon at 2:30 in the YMCA rooms for the regular monthly meeting.

Through Rate Question Before Federal Board

The Oregon public service commission yesterday telegraphed to Judge Henderson, commerce counsel of the Iowa railroad commission, representing the western commissions before the interstate commerce commission, authorizing him to represent the Oregon commission and to resist strenuously the attempts of the New England carriers to obtain greater divisions of through freight rates from the western carriers.

This proceeding brought by the New England lines is to be heard before the interstate commerce commission at Washington on February 4. It is claimed by those eastern carriers that the divisions which they receive should be increased. The western carriers, as well as the state commissions of western states, contend that the divisions of western carriers are now too small and that any substantial reduction may necessitate a readjustment of western rates to make up the loss in revenue. Judge Henderson is now enroute to Washington to represent the western commission.

Service Commission Is Fighting Eastern Move

It was announced here last night that the Oregon public service commission will resist strenuously the attempts of New England carriers to obtain greater divisions of through freight rates from the western carriers.

The Oregon commission yesterday

Silo is now as indispensable to a farmer as his barn.



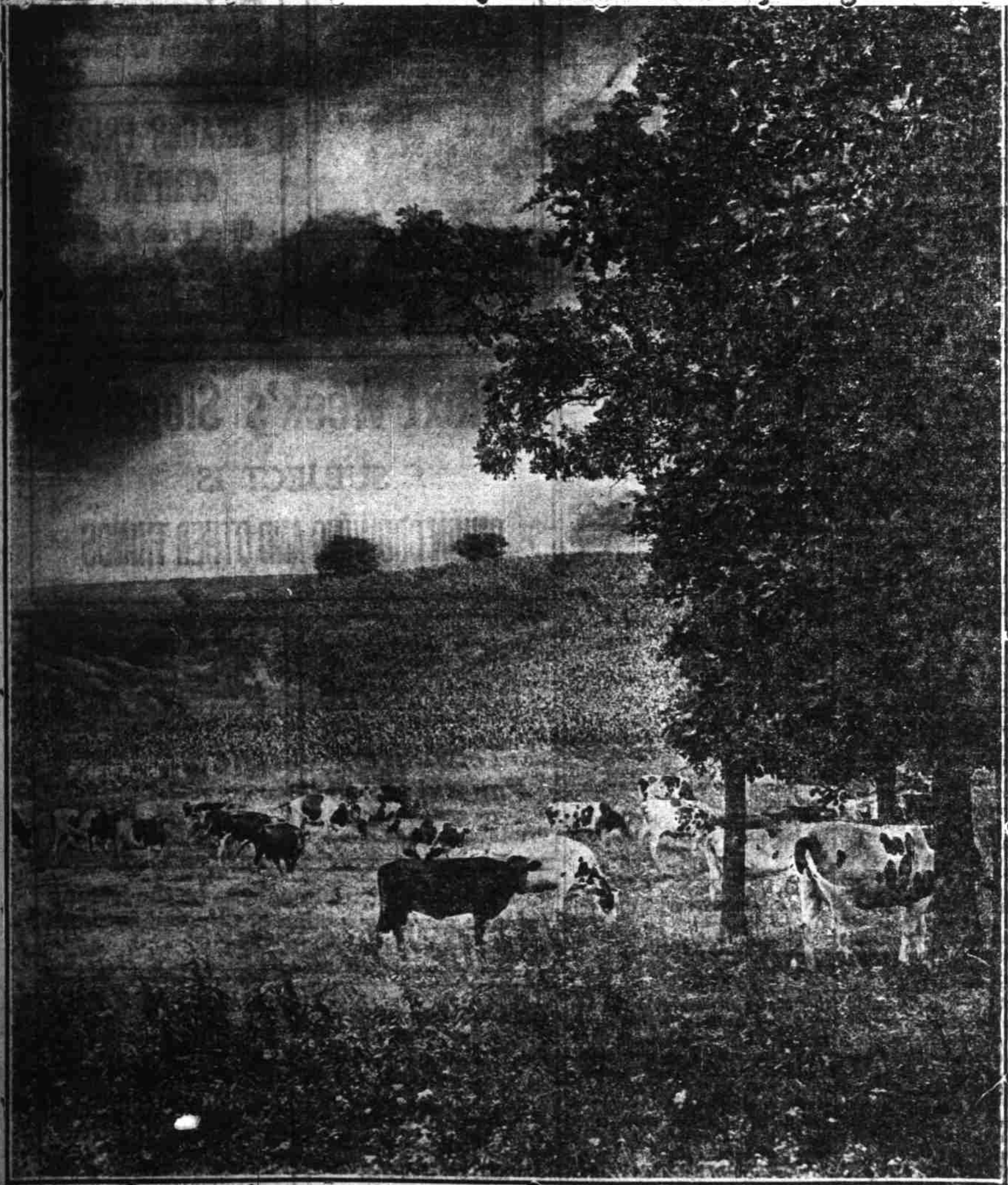
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Their lines are cast in pleasant places

day telegraphed Judge Henderson, commerce counsel for the Iowa railroad commission, representing the western commissions, before the interstate commerce commission, authorizing him to express the views of the local body.

The proceeding, on which hearing will be held in Washington February 4, was brought by the New England lines, which claim that the divisions which they receive should be increased. The western carriers, as well as the state commissions of the western states, contend that the divisions of western carriers are now too small and that any substantial reduction may necessitate a readjustment of western rates to make up the loss in revenue.

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Twelve Counties Favor New Railroad Building

That representatives of 12 communities, located in both Oregon and Idaho, unanimously favor a proposed railroad line linking up Crane and Odell and, by cutting off a circuitous route, eliminating 400 miles distance to California markets, was the statement made yesterday by H. H. Corey, public service commissioner, when he returned from a meeting held at Ontario.

Boise, Nampa, Caldwell, Payette, Wiser, Burns, Fruitland, Nyssa, Parma, Vale, Juntura and Crane were represented at the meeting.

Whether or not the new link is built will be determined at a meet

ing of the interstate commerce commission in Portland March 26. It will be necessary for those favoring the new road to show that the plan is practicable and feasible; that public convenience requires the road's construction, and that the proposed expenditure will not be too great a tax on the railroad's finances.

The proposed line would join the Union Pacific at Crane, with the Southern Pacific at Odell. The distance is 171 miles.

Billions of feet of timber in the surrounding country is ready to cut, Mr. Corey explained and much of it must be taken care of in the near future.

NEW CORPORATIONS

The following articles of incorporation were filed yesterday with the state corporation department:

Roberts Battery & Electric company, Portland; incorporators, J. Roberts, Charles Merrill, Charles Dunham, P. C. Allen; capitalization, \$1,500.

Petroff Russian Ballet, Inc., Portland; incorporators, Victor Petroff, Madge Wiest, W. E. Farrell; capitalization, \$1,000.

Natural Carbonic company, Ashland; incorporators, George W. Sorenson, Harry Silver, A. Brown; capitalization, \$250,000.

A permit to operate in Oregon was issued to the Rollin Motors company, an Ohio corporation. R. W. Goodman of Portland is attorney-in-fact for Oregon.

Supplementary articles were filed showing a change in name of the Rickenbacker company, Inc.

of Michigan, to Reed W. Chambers, Inc.

Notice of an increase in capitalization from \$8000 to \$12,000 was filed by the Anderson Brokerage company of Portland.

Notice of dissolution was filed by the Bend Timber company, a Minnesota corporation.

A permit to sell stock in the sum of \$14,000 was issued to the Cleaver Manufacturing company of Portland.

Myrtle O'Grady Believed Kidnapped From School

Officials of the state school for feeble minded here believe that Myrtle O'Grady, 16-year-old inmate of the institution, has been kidnapped by her mother, Mrs. Harriett O'Grady.

Yesterday the girl's mother, who had attempted to secure her daughter's freedom through habeas corpus proceedings instituted in the circuit court here, asked permission to take the girl to a local oculist. The pair failed to return to the institution.

Belief that they have gone to Whites, Wash., where they have relatives, was expressed by authorities.

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