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RESTLESS JOE BASTISTE.
 "I tink, by gar, I moov down States,
 Dere all mans dey be free;
 Susette 'nd me, we emigrate,
 Mon wife, he cum wit me.
 Dese mans up here talk grat beeg war,
 Dat mak hee mooch afraid;
 I don no wat dis fitin' for,
 But guns—dey shoot tress strait.
 Dat Sultan man say "holi war,"
 De Zar hees ikon kees;
 Beeg Kiser man he fite, by gar,
 He think dat war be hees.
 Bien-vite la prayer, en suite ba-taille.
 Each man do odder hates;
 I no go fite wit dat canaille,
 I hike down Unite States.
 —Boston Post.

As shown by a news story in this paper yesterday there are so few ships available for service the lack between Atlantic and Pacific Shippers. It is estimated that the canal that freight will no longer be accepted at the docks in New York. Plumbing houses are informed they cannot ship pipe inside of three months time and it must be sent west by rail. The consumer pays the freight.
 At the same time grain charters are selling at 80 shillings or approximately three times the normal rate. Wait until harvest is here and you will find the lack of ships and high charters a bearish factor in the wheat market. If the shipping trust demands as much as the wheat is worth to transport it to England where is the farmer going to get off?
 Ignorance is the root of all evil and there are hosts of ignorant among those who imagine they are educated.
 Are You Listed Here? Here is a partial list of those who lack understanding:
 All who think they can live crooked lives and be happy.
 All who think that public interests do not concern them;
 All men who think that women were created for their mere amusement;
 All women whose thoughts are mostly devoted to dress;
 All who try to live without religion, music, art, literature and wholesome recreation;
 All who nurse hatreds, prejudices, foolish infatuations, avarice, uncharitableness;
 All who have willingly stopped

growing mentally and spiritually and are fatuously content.
 If you are in one of the above mentioned classes and thing that what is weakness is strength your ignorance is deep indeed.
 A persistent explainer of the Moser spoils measure now contends it is an unimportant bill because it gives the governor no new power anyway, even over the educational institutions.
 That version is not in accord with the statutes governing the schools. Those laws give the governor power to appoint the regents but do not authorize him to remove them anytime he sees fit to do so.
 On the contrary the spirit of those laws is such as to prevent just these practices. The regents of the University of Oregon were named for 12 year terms and a section of the law providing for their appointment says "No political or sectarian test shall ever be allowed or applied in the appointment of regents."
 The regents of the Oregon Agricultural College were named for 10 year terms. As in the case of the university the obvious intent of the law was to so organize the board that no governor could take control and use the institution for political ends.
 The normal school regents were named for six year terms and the power of removal of members of the board for "cause" was specifically given to the board members, a two thirds vote being required to remove a member.
 The old laws gave the governor no such power as is conferred upon him by the Moser bill. If they did why was the spoils law enacted? Why was the senate machine so eager to get the Moser bill through that they threatened the house with defeat of the compensation law amendments if the house did not "come across"?
 If the spoils bill means nothing and accords no new power to the governor why was the emergency clause attached to the bill so the people could not referendium it? If the bill meant nothing why did not the governor veto it and thus rebuke the legislature for misusing the emergency clause?

There are several interesting points about the blowing up of the American steamer Evelyn at the Evelyn Case. "Borkum," as the dispatches have it. In the first place, Borkum is an island belonging to Germany, and if "at" means within three miles, the Evelyn was certainly taking her chances in German waters known to be mined. Mines have not been outlawed by any agreement of nations.
 Again, the Evelyn was on her way to the German city of Bremen with a cargo of the cotton the empire needs so badly. It would be preposterous to think that she was torpedoed by a German submarine; a merchantman in that region would be welcomed, not destroyed. It is wholly probable, therefore, that a German mine sardonically deprived the Germans of the commodity they themselves wanted very badly. No hostile intent can be seen there.
 As a further matter of interest and importance, especially to shippers, the Evelyn is the first vessel to be lost carrying the United States government war insurance, as ordained by congress some months ago. It now appears that insurance for \$55,000,000 has already been written, with a receipt of premiums amounting to

\$600,000. The bureau can meet this, its initial loss, without having to draw upon the congressional appropriation. If it pays promptly and without quibbling, a vast increase in its business can be easily foreseen.
 It does not seem probable that the Evelyn case will of itself become a sore diplomatic subject. Beyond entering claim for damages, if identity of the mine can be established—and possibly not even that, if the explosion was within the three-mile limit—our government may decide to take no action.
 The danger in this episode, as in all others like it, is that it may become an irritating incident in a chain of others like it, or worse. But that, let us hope, may not happen.—Boston Post.

CURRENT THINKING

THE TRAGEDY OF YPRES.

Ypres, beaten back from the zenith which it obtained around the year 1200, ever dropping lower in the scale of importance, is today apparently facing the last few scenes of its tragic decline. For weeks Ypres has figured prominently in the war dispatches, as Germans and allies have jostled in alternate destructive waves over its site, says a statement issued by the National Geographic Society.
 Ypres was formerly the capital of West Flanders. It is situated 25 miles south of Ostend, on the Yperlee. The town lies in the midst of a fruitful region, which is drained swamp and marsh land. Since the flooding of the country as a war measure the swamp land is today as it was in the middle ages.
 In the fourteenth century Ypres rivaled Bruges and Ghent. It was one of Europe's great cloth weaving centers, a city of vast wealth, and one known everywhere through the excellence and popularity of its products. In its prime it was a city of 200,000. Prior to the war its population numbered 17,000.
 The cloth making industry of Ypres dates back to 1073. As this industry grew and skillful weavers, dyers and finishers were gathered to the city, Ypres came to occupy in the woolen and mixed fabric world much the same place that today Nottingham takes for the manufacture of lace curtains or Lyons for the manufacture of silk. It is said that by the first quarter of the thirteenth century Ypres had 4000 looms going constantly.
 On July 11, 1202, it was their "red-coated" contingent that turned victory to the banners of the Flemings in their battle with the French under the walls of Courtrai, 12 miles east of Ypres. The Flemish army numbered 20,000 citizens of Ghent, Bruges and Ypres and the French 7,000 knights and 40,000 foot soldiers.
 Several popular risings, the fearful plague of 1347 and then a wild bacchanal of wars blighted the hopes of Ypres, sapped its strength, destroyed its industry, killed off and scared away its people, ruined its homes and finally, broke its spirit. The re-establishment of an independent Belgium found it hopelessly beaten in the struggle for prosperity and prestige.
 Cotton, linen and woolen cloths and laces are still manufactured—or were before the war—in Ypres, but it is now just one of a multitude of textile towns, and the world today will take little notice of the manner of its passing.
Water Project Carried
 OREGON CITY, Ore., March 5.—Oregon City and West Linn voted a \$375,000 bond issue for the construction of a 25-mile water pipe-line for the benefit of the two cities. West Linn agreeing to stand one-third of the expense of the contract to get one-third of the water available.
 The vote was as follows: Oregon City, 1175, for, 170 against; West Linn 214 for, 7 against.

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 It is best for dependability for the same reasons that it is speedier and more powerful, and for the additional reason that its three-point suspension enables it to resist shocks and strains with less ill effect than any other type of motor.
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