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"With or without offense to friends or foes
I sketch your world exactly as it goes."

A Political Loophole

Because of the interference of great corporations in political affairs, congress and state legislators long ago passed laws to forbid and limit their campaign contributions under corrupt practices acts. To eliminate interference by entrenched federal bureaucracy, congress recently passed the Hatch act forbidding federal employees to participate in politics. Most states have similar laws affecting state employees.

However a still larger loophole remains. Labor unions are not incorporated, and there is no restraint on their uncontrolled management to prevent their pouring millions into a campaign in furtherance of their political aims. This was done by John L. Lewis in behalf of the Roosevelt campaigns for the Mine Workers and CIO unions.

Last week the executives of the United Mine Workers, which means Lewis, levied a \$2 special assessment, to raise a fund for political use, on all miners working five days or more a month. Collection will be automatic, for the union is a closed shop and has the "check-off." The total take will approximate \$1,000,000 for a slush fund.

The "check-off" provides that the employers must automatically deduct union dues and assessments from their employees payroll, saving the union the collection. The assessment was levied without vote of the membership, whose only duty is to pay or lose their jobs. The money will be spent as Lewis directs, without consultation or knowledge of the rank and file.

Whatever this may be it is autocracy, not democracy and is un-American in theory and practice. It is taxation without representation. The government promoted the union organization, and helped it establish the closed shop, which means that every miner must belong to the union to get a job and every employer must make the reductions from pay demanded by the union. The government then should treat the unions as it treats other great concentrations of power, and forbid political contributions, as a few labor leaders control the greatest payroll in the nation to promote their own ambitions and power, and assist parties and candidates which play their game.

Time for an Overhauling

While the horseplay attendant upon it supplies a measure of amusement for the spectators along the sidelines during what would otherwise be a dull off-season for politics, the personal battle between the Marion county sheriff and the constable of the Salem justice district for advantageous position in next year's campaign for election as sheriff is not contributing much to harmonious and efficient enforcement and administration of the law in the county.

If either of these officials is sitting up nights the excess consumption of electric energy is due more to consideration of strategical maneuvers to put each other in the hole, politically speaking, than in mental or physical attention to the performance of their official duties.

First the constable jockeys the sheriff into an embarrassing position by volunteering to personally patrol the West Stayton bean fields during harvest season after the sheriff had declined a request of interested farmers that a deputy be assigned to that duty. Now comes the sheriff in a public letter to the justice of the peace with the barbed suggestion that his office stands ready to relieve the constable of some of the congestion of warrant services, which that officer (the constable) complained of in petitioning the county budget committee for funds with which to employ an assistant.

The comedy does serve a purpose, however. It illustrates the absurdity of maintaining three separate agencies for the enforcement of criminal laws and the service of civil processes in each county—the state police, who are particularly fitted and equipped to perform the criminal work, the sheriff and his deputies and the constables.

Consolidation of these functions in a single agency would go a long way toward promoting efficiency, eliminating duplication and preventing law enforcement from being made a football of politics.

Our National Hero

One of the amusing developments of the day are the numerous signed petitions being received by NBC making a plea in behalf of Charlie McCarthy. While not identically worded they make the same demand that Edgar Bergen refrain from replacing the "quick-witted" dummy Charlie with the much slower minded and spoken dummy Mortimer Snerd. Some of the petitions add the further demand that McCarthy be re-employed at a higher salary.

Either Bergen desired to test the possibility that Charlie was slipping and the feasibility of replacing him with a new creation, or, as his friends assert, he himself was fed up with McCarthy and the same old stale witticisms and desired to exercise his originality with a change of scenery. Like many others, he finds himself a slave to his own creation and has to continue on the treadmill of repetition to please the glib public. Having accidentally made a hit, he has to continue on a threadbare subject he has lost interest in, pursued relentlessly by the Frankenstein of his own creation.

The great American public is faithful, for a time at least, to the fictional heroes, and a ventriloquist dummy seems to be the popular idol of the day. But after all it may be a healthful sign to have a Charlie McCarthy wearing the hero's halo instead of helling to a Hitler or kowtowing to a Stalin.

Marion Sewing Club Farmer Union Meets

Marion—Dinner guests at the home of Mr. and Mrs. J. L. Calavan, Elzy Pickard, C. O. Bowman, Fred Guetz and two children, Molly Hoffman and the hostess, Mrs. Kaupman. The surprise of the day was to see an old friend, Mrs. Lee, back, looking well and much improved in health.

The ladies' sewing club of the Farmers' union met at the home of Mrs. George Kampauf. Dinner was served at noon to the following guests: Madeline Solmer Lee, Curtis Stroe, Charles Springman, Her-

man Morgan, Claude Overholser, Homer Smith, Jim Wilson, Fred Schenacher, Herman De Langh, J. L. Calavan, Elzy Pickard, C. O. Bowman, Fred Guetz and two children, Molly Hoffman and the hostess, Mrs. Kaupman. The surprise of the day was to see an old friend, Mrs. Lee, back, looking well and much improved in health.

Mr. and Mrs. Bill Hardy are moving this week onto the Carl Ramsey farm. Mr. and Mrs. Harry Lee of Salem were recent dinner guests at the Claude Overholser home.

Parental Problems

By Beck



Sips for Supper

By Don Upjohn

The customary census of Salem people who attended the big game was taken with probably a 70 per cent failure. A more accurate census could be had of those who remain at home. The hebra to this game is about comparable with that to the big store on a public holiday.

"The Woman's Angle" is the title of a column which has been inaugurated in a local paper. The title has an intriguing sound but we'd suggest that the women stick to the curves and dodge the angles. The curves are what have taken them along as far as they've come on the road to civilization and it would be virtual suicide to abandon them now—and for all things, angels!

We had our ears knocked down in a big way over the week-end. One Harry Andrews whom we worked

Novelties In the News

(By Associated Press)

Mistaken Identity
Dallas—Assistant District Attorney Frank Ivey charged himself with vagrancy.

He intended to file the charge against Frank Zaby, wrote "Ivey" on the complaint "because it was so natural."

He lost no time making a correction.

Smiling Service

Denver—Police twice chased a truck driver to tell him part of his load of hay was slipping off. Each time the driver thanked the officers and continued.

Then A. L. Atwood stepped from a restaurant and found his truck and hay gone.

State Highway Patrolman Vern Kutz caught the driver north of town.

One Buck Loser

Milwaukee—To his file on the woes of Uncle Sam's illicit still hunters (federal alcohol tax unit agents) Lane Maloney added this message from two of his men:

"Dear ran in front of our car while we were driving north on Highway 53, 10 miles north of Rice Lake, Wis. Deer killed. Car wrecked. Send us another machine."

Give and Take

Omaha, Neb.—A new panhandling approach was reported to police by Mrs. Charles Swanson. A man stopped her as she walked along a dark street.

"Lady, gimme your purse. I'm hungry," he growled.

She handed him the purse. He opened it, took out a quarter, closed it, handed it back, and walked away.

Degree in Masonry

Independence—Lyon lodge No. 29, A. F. & A. M., met in stated communication Wednesday evening and conferred the E. A. degree upon a candidate.

The regular business meeting of the lodge was held and refreshments were served at the close. Homer Dodds of Monmouth, a past master, conferred the degree. An invitation to visit Salem lodge No. 4, November 27, was accepted, and a number of the members signified their intention to attend. This will be a very special occasion with members of Research lodge conferring the M. M. degree.

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Kelly Says:

Sailors Distrust
Maritime Commission

Barkley Family
Works Both Ways

Schoenfeld Tells
New Use for Apples

By John W. Kelly

Washington, Nov. 13.—American sailors on the Pacific and Atlantic coasts are insisting on a congressional investigation of the federal maritime commission, accusing the agency of "cooperation, connivance and collusion" with shipowners. By coincidence, the investigation was requested a few days before the fact leaked out that the commission was ready to sanction the legal subterfuge of the United States Lines in transferring eight ships to the Panama flag to chisel on the neutrality law.

Two rival unions on the Pacific have a common grievance against the commission, one being the commission's denial of collective bargaining rights and its attempt to ignore the union hiring halls. When union members picketed a ship operated by the commission in Puget Sound, the government agency expropriated itself from a light spot by leasing the vessel to a private operator—who promptly obtained a crew from the hiring hall. Incidents like that have caused seagoing union men to distrust the commission.

Pacific Not Represented
Notwithstanding the Pacific coast is an important shoreline; that its harbors are visited by the ships of the seven seas, and that the vast commerce between the United States and the orient flows through its ports, the Pacific Coast is not represented on the maritime commission, but Kentucky is.

Commissioner Max O'Rell Trull is son-in-law of "Dear Alben" Barkley, of Kentucky, democratic leader of the senate. While father-in-law Barkley was urging passage of the neutrality bill to keep American ships out of the war zone, son-in-law Trull was favoring circumventing the law by the use of using the Panama flag.

FDR Forecast Chiselers

Far-sighted President Roosevelt predicted chiselers three years ago in a speech at Chautauque, N. Y., August 14, 1936. In an address praising the neutrality act of 1936 (including the mandatory embargo), he said:

"Nevertheless if war should break out again in another continent, let us not blink the fact that we should find in this country thousands of Americans seeking immediate riches—fool's gold, blood money—would attempt to break down or attempt to evade our neutrality."

First to attempt evasion was United States Lines. First to announce that the subterfuge was legal was Commissioner Trull. "Economic royalists" who avail themselves of legal methods of reducing their income tax were denounced by the new dealers; held up to public scorn.

Columbia Loses Friend

Maritime commission has not encouraged shipping out of Columbia river, although when Joe Kennedy was chairman such assurances were made. When the red-headed friend of Mr. Roosevelt was transferred to the diplomatic post of ambassador to England, the Columbia basin lost its one friend. No encouragement was given by the commission when businessmen wished to build a shipyard and construct two or three freight carriers for the commission. Rather the commission discouraged reviving the shipbuilding industry on the Columbia.

When no one was certain the European war would break, Charles E. Dant of Portland requested permission of the commission to transfer several of his freighters (tied up in the Willamette) to the Panama flag. Commissioners refused, reminding him that all American vessels are auxiliary to the navy. (A policy waived when United States Lines made a similar request.)

One for the Book

The commission has insisted on such requirements that no individual or group in the Portland area could comply when negotiating to establish steamer lines out of the Columbia.

Here is one for the book, told by Dean William Schoenfeld, O.S.C., here attending the annual conference of land grant colleges.

A ripe apple exudes ethylene gas, and anaesthetic. A carload or two of pears in a Hood River warehouse ripened when they were supposed to remain green. Ripe pears cannot be shipped; they are too soft.

A scientist from Oregon State investigated, found several boxes of apples in the warehouse and suggested they be removed and the warehouse filled with green pears. The latter were well-behaved. Then the scientists had some apples stored.



The Morning After Taking
Carters Little Liver Pills

Fox Almost Lost His Car in Big War

Article No. 7
By Fontaine Fox

I woke up at 9:30. Nine-thirty! And I had left a call at the hotel desk for 6:30 so that I might have time enough to buy a ticket and to try to get my car on the Rex. I didn't even stop to say anything to them at the desk but grabbed a taxi for the pier.

The Rex hauled back nearly 2,400 passengers and 2,399 of 'em were either just arriving in cabs or had just got inside the building. Inside was a hall of immense proportions but I didn't have to ask where the tickets were being sold—the crowd milling around up in one corner of this hall was the give-away. The room was as big as a park and those who had given up all hope of trying to get a ticket were sitting around on benches, looking as blue as ink.

A very nice looking Italian gentleman seemed to be playing some sort of game of tag with a group of Americans who were chasing him around from place to place. He had a nice large area to play the game in. I learned later that this Italian gentleman was the manager of the ticket office and later I had to play a little tag with him myself. **Sits With Manners**

I was able to get near enough to the ticket window to hear about every other applicant being told there was "no more space on the Rex." Reservations by phone and telegram were being attended to.

I sat down on a bench with the rest of the mourners for a few precious moments and then dashed up the hill again to the American Express office. It was very quiet but the clerk told me that for the past week (ever since the sailing of the Rex had been announced) it had been a madhouse. They had transferred and the pears ripened, and a discovery had been made.

To ripen a box of green pears, put in a couple of apples and cover the box with a cloth. An apple placed near a tomato plant, under a little tent, will ripen the tomato. A Chicago department store filled a window with Oregon holly; also displayed a box of apples in the window—the berries and leaves of the holly fell off. Growers who ship rose cuttings, instead of waiting for a frost to defoliate the stems place them near apples. Page Adam!

Holman Bill Out

Senator Holman, Oregon, was planning introduction of a bill to standardize gas masks and war department was interested and willing to cooperate until the neutrality act was passed. Someone decided that legislation dealing with such a subject at this time would frighten people into belief that the United States may be involved in the European war. However, the bill has been drawn and can be tossed into the hopper in an emergency.



Awoke at 9:30!

ferred the madhouse down to the pier that morning. He got the pier office on the phone and if I would pay him \$400 on account and go down to the pier office again, I might get space. If I didn't, the money would be good for a ticket on the Savole—if she sailed. He gave me a note to the manager and when I got inside the pier he was pointed out to me. It was the same nice-looking Italian gentleman and he was still playing tag.

I joined in the game and caught him just as he was trying to hide in the men's washroom. If I would wait for him outside the door to the ticket office, he would see what he could do.

This was right next to the ticket window and the crowd there was somewhat smaller but more excited than before—the time till boat sailing was getting shorter. Some one opened the door to the ticket office where the clerks were at work. Before it could be closed, about 15 people crowded in. I was the 15th.

Knocked Down Only One

The people on the outside by the ticket window felt that a march had been stolen on them and they began to kick. Between the two bunches, inside and out, it was a wonder we didn't drive the clerks plumb nuts. But they went right on working and every now and then another ticket would be sold.

I got mine just 55 minutes before the boat was scheduled to sail—and I still had to go up to the hotel, pack, make arrangements to ship my car on the Savole and then get back down to the boat. I deserve a lot of credit for knocking down

only one man in getting out of there to the taxi.

At the American Express office I made arrangements to ship my car—like this.

"My car is at the hotel garage—I do not know the name of the garage—one of the outside porters has the key to my car—I do not know the Savole when she sails—ship it collect. Here are all my papers."

"Do you know what make your car is?" said the clerk.

I did know that and told him, and I was gone before he could ask me any more questions.

I established an all-time record for quick packing a medium-sized Gladstone bag and crossed the gangplank on to the Rex at 12:05.

I believe I was the only American on board that wasn't absolutely happy to be headed back to the good old, not-at-war U.S.A. I just didn't like being forced to leave my good old roadster behind like that. For nearly six years I had been driving that old car and for the last four had been owning a little defensive war of my own against my friends and family who had been trying to make me give up the old boat and buy a new one. I could imagine just about what my father would say to me—"Well, Mister Fox, it took a World War to separate you from that ole car!"

On the trip back I averaged about 14 hours of sleep each day. I even took a short nap after breakfast each morning.

From the day I landed, I began to count the days when the Savole would be in—with my car. She finally docked and when they told me my car was on board I took the very next train to New York and drove back home in it.

She may be an old car but she isn't a cheap car any more—the Italian Line charged me \$337.68 for shipping her back.

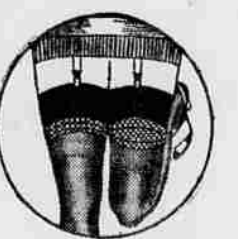
Merchants of Bombay have asked the government to establish automatic safeguards against currency fluctuations.

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