

PROVIDE RECORD BOOKS FOR FARM ACCOUNTS

Oregon Agricultural College, Corvallis, Dec. 19.—The First National Bank of Southern Oregon, Josephine County bank and Grants Pass Banking Company of Grants Pass are among the 50 banks in Oregon to order farm record books for distribution among the farmers. These books are published by the department of farm management extension and have just been sent out to the banks.

With one of these record books a farmer can keep accurate and complete account of the year's business. County agricultural agents assist the farmers in starting the records and in balancing them at the end of the year and also give any other help that may become necessary.

Teachers of agriculture in the high schools working under the Smith-Hughes vocational education act are using these books in connection with home project work. The high school student will keep the record of his pig or acre of corn or whatever is the nature of the home project, and these records are the basis of farm management studies in the class room.

She Refuses to Go Dry.

"I'll say this for the wife."

"What?"

"Nowadays she's the only thing left in the house that still has the same old kick."

Gifts for the Baby



Narrow ribbons and small white celluloid rings help fashion many pretty gifts for baby as may be seen in the picture above. Flowerlike bells of ribbon in which safety pins simulate stamens hang at the end of narrow ribbons, that are suspended from a small ring under a little bow. Another pin cushion for baby has the hours of the day painted on it and hangs by narrow ribbons from a ring. Bows, loops and rings decorate the cushion at the bottom, making place for several sizes of safety pins. A bow and long end conceal a common pin that is thrust into one of the numbers on the clock—to indicate the hour when baby is to be fed. Below this pretty gift is a strand of very gayly colored beads and at the right a band crocheted of silk floss, edged and trimmed with ribbon, to be used on the carriage to hold the baby safely in it.

Mining blanks—Courier office.

HARD TO GET AN AUTO LICENSE IN IRELAND

Dublin, Ireland, Dec. 20.—Much resentment has been aroused among Irish motorists by the government's new order under which nobody is allowed to own or drive an automobile in Ireland unless he has obtained a permit from the police.

It is intended to prevent the use of automobiles as aids to crime. Permits will be given only to persons concerning whose character and dispositions the police are satisfied.

Permits have already been refused on the ground that the applicants are not loyal. Before a permit is issued the applicant must furnish two photographs, and descriptions of himself and his car. The regulation applies to chauffeurs as strictly as to owners and the Drivers and Mechanics union has threatened to go on strike if it is enforced.

Many Sinn Feiners and others refuse to apply for motor permits.

Their cars will be liable to seizure. The police have power to enter any garage and the owner can be sentenced to imprisonment for possessing it.

The order was provoked by the fact that Sinn Fein raiders for arms, and men who had attacked police barracks, have escaped capture by using fast cars and motorcycles. Traders in cars, and taxi cab owners say that the regulation will kill their business.

SUCCESS POISONING COYOTES

A. A. Porter of Leland writes "Have had good success with strychnine enclosed in suet and stuck in a piece of fresh meat. Men working on the Pacific Highway have found 14 dead coyotes. I have found four, shot one and caught one in a trap. Have lost 25 goats from the coyotes. Had to get the coyotes or quit the goat business; a business that is very profitable as we have the brush and the thousand hills to run them on. They seem to be perfectly healthy. Am sure 'It is the climate.'"

—Farm Bureau News.

Quartz blanks at Courier office.

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Charles Ray in "BILL HENRY"

A GOSH ALL TARNATION PICTURE

NOTICE!

We wish to thank all our customers and patrons for assistance in so patiently awaiting our repairs to restore light, heat and power service to them.

The storm and temperature conditions were, of course, unprecedented, and to an extent we were unprepared for it. However, we had repair material available and have employed all the extra competent help that could be had; and by steady and hard work, under anything but favorable circumstances, have restored service to the majority of our customers in every town and city in our territory. The next four or five days will see all service restored although but temporary repairs will still exist in a number of places. Weeks will go by before permanent repairs can be completed, and the costs will run into the thousands of dollars. Nevertheless, we will continue to push the work to completion with the same vigor we have used to date and do every thing possible to make it a real service.

Telephone us if we have seemed to overlook you in this restoration work. It will assist us and it will have our best attention.

Again thanking you, we are

Yours very truly,

California-Oregon Power Co.

Phone 108-J

628 G Street

Grants Pass, Oregon

To the American People

IT is the declared purpose of the United States Government to restore the railroads at an early date to the control of their owners.

The Association of Railway Executives represents those upon whom at that time responsibility will again rest for the prompt and successful movement of the country's commerce.

Those constituting this Association are keenly conscious of their accountability to the public.

They have accordingly determined to present as fully as they can, the fundamental facts and considerations which they themselves

must face in their efforts to provide satisfactory railroad service.

It is hoped to engage the interest of the whole American people, whose welfare is so vitally dependent upon adequate transportation.

The country can grow only as the railroads grow. The railroad problem must be solved—and solved rightly and soon—if our country is to prosper.

It is to promote that prosperity—permanently and in the interest of the whole people—that railroad executives will present to the public the situation as they see it.

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