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Ye Smudge Pot

By Arthur Perry.

"The Royal Riders of the Red Robe" is the latest secret organization to be formed in this state, probably for the purpose of attending to their neighbors, amassing stray dollars, and electing somebody to office. As there is a mania for joining anything once, the outfit ought to do well. One of those days the silent thousands, who belong to the greatest organization in the world—The Targets of the Everlasting Bull—will arise in their wrath and eradicate, with their votes, all multi-room societies having for their basic principle, "sanctimoniousness for spon-dulicks only."

Congress is considering plans for "the Americanization of Europeans." A lot of chisel-headed nuts think this can best be accomplished by allowing the Europeans to stay where they are—at home.

KITTIE! KITTIE!! KITTIE!!!
(Coco Bay Times)
LOST, STRAYED OR STOLEN—
One panther. For full descrip-
tion see H. O. Peterson or Clar-
ence La Point. Suitable reward
offered. Chief of Police Bert
Smith, North Bend.

People who protest against an Esper-
freight whistling 39 times to get out of
town, should remember that the first
billion yelps are the worst.

Unless some caution is exercised the
eastern portion of Oregon stands a
chance of being contaminated with a
railroad from the Columbia river to
the Nevada line.

A number of original remarks are
being made by people from all walks
of life, about the weather, the most
popular one being, "Is it hot enough
for you?"

Galsiviki are electrifying them-
selves these days by drinking a koke
while reading "The Shell."

"WHEN LIGHTING A MATCH IN
THE WOODS THIS SUMMER, USE
YOUR HEAD"—(Forest Service sign).
And, don't let an old habit get the best
of your overalls.

There is almost enough hay down in
the valley to have a cloudburst.

EXPERT ON BALKINIS
(Allegheny, Ore., News)
Walter McCracken is over from
Allegheny, getting out a donkey
for the Aasen Brothers.

It's getting so one of the Chicago
McCormicks is in the sensational news
of the times at least seven days a
week.

The Kaiser has writ his Memoirs.
The last three chapters are devoted to
a thrilling account of how the British
hung him, per determined war-time
threats.

Willamette valley papers are up to
their old time tricks of glorifying their
climate, because they have no cyclones
like the benighted east and middle-
west. A cyclone that used a little
judgment in picking out victims, might
not be such an awfulness.

All the Sabbath Gallivaners got
back home, without being run into by
a phone pole.

ADD ORATORICAL HORRORS
(Chico Enterprise)
Just because the governor is
going to preach at the Los Mo-
linos friendship picnic is not suf-
ficient reason why Chico friends
should taboo the affair.

Some of the masculine element are
running around in see-sucker suits.

Perusal of a number of agonized edi-
torials on the selling of snake bite on
U. S. ocean liners, leaves the impression
that it would have been less painful
had the human fiends blown up the
White House. All the metropolitan
dailies stiffened up their backbones
ferociously on this issue—which is a
continent away.

HOPE FOR IRELAND ONCE MORE.

JOHN BULL, it appears has been pretty patient. There would have been peace in Ireland, some time ago, if the militant Irish in the United States hadn't insisted upon supplying the money and arms with which to keep the fracas going. And yet, as far as re- corded, J. B. has made no particular protest.

Now seven or eight New Yorkers have been indicted for sending, —or getting ready to send,—a boat load of machine guns to Cork. If these indictments lead to the breaking up of the U. S. Irish war party, the cause of peace and international good feeling will be gallantly served.

The men who fought hardest for Ireland are content, and have been for some time. The recent elections have demonstrated that the Irish people as a whole, prefer the stand of men like Michael Collins to men like DeValera; that they want the treaty and peace and are sick to death of suffering and war.

But just so long as Irish-American hot-heads will supply the cash and the arms, and the political buncombe, there will be a disgruntled minority in Ireland willing to continue the hopeless riot of arson and bloodshed.

Now the result of the elections coming with the arrests in New York again revive the hope that Erin may finally be granted a few years of peace, contentment and normalcy. Her people certainly de- serve it. The professional trouble-makers have had the run of things long enough.

Quill Points

When the wife's away, the devil's to pay.

One thing a strike doesn't settle is the striker's grocery bill.

It isn't difficult to save daylight. The hold-up men don't care for it.

Mayonnaise dressing is of man's life a thing apart; 'tis woman's whole existence.

Teachers can now have a rest. It is time for people to look after their own brats.

The buyer is the one who demands C. O. D. now. And it stands for Come On Down.

What the nations get out of Russia will depend largely on when they get into Russia.

Corsets for men! Ugh! Suppose a fellow should get one on and forget the combination.

You can't tell by looking at an Englishman whether he belongs to the ruling class or the aristocracy.

"It" is a vague and meaningless pronoun until some man says: "I know where you can get it."

One reason why it is easier for a poor man to get to Heaven is because it is easier for him to wait to.

As the average employer sees it, the difficulty is not to get women in business, but to get business in women.

Peanuts are a versatile family. In the summer they serve at ball games and in the fall they serve in politics.

Just because a law is necessary, humanitarian and reasonable, it doesn't always follow that it is unconstitutional.

With Beveridge booked for the senate, there is no particular reason why Glass shouldn't aspire to the White House.

There's one consolation. The twisted face of the tenor in the choir indicates that he is suffering as much as you are.

When she eats dinner and then chews her cud, that's cow. When banqueters eat dinner and then chew the rag, that's bull.

The objection to open-air concerts is that the performers can't tell whether the audience is applauding or slapping mosquitoes.

Life is full of disappointments, and the things the waiter brings the other fellow always look better than the things you ordered.

Now America will lend Germany the money to pay the Allies to pay America to buy German goods to make Germany rich enough to pay her debts.



THE WIFE'S HUSBAND.

AMONG the toilers in the mart he wrought till he was old; he labored with a broken heart, that he might gain some gold. And gold he won, for he was wise in commerce and in trade but in his dark and brooding eyes no sunshine ever played. He was the husband of his wife, and she, a social queen, pursued a vain and giddy life that called for much long green. She "entertained" three times a week, bridge-whistled once or twice, and her sad husband, worn and meek, went forth to raise the price. She moved in pomp and circumstance, her hats and gowns were fine; and James, with patches on his pancee, would in a chophouse dine. He saved a nickel now and then, and placed it in a can; "Some day," he sighed, "when I've a yen, I'll carry out my plan. I'll buy twelve feet of hempen rope, a broadax and a knife, a pint or so of deadly dope—and thus escape my wife. I'll pack with bombs my old valise, and jump into a pond; for I must have the rest and peace that's billed for the beyond." The foolish woman had no thought of vows her husband swore, until one evening he was brought to her upon a door. And then at last her conscience struck, remorse within her burned; "I might have let him keep a buck," she moaned, "from what he earned."

Letters From Moscow to Medford

Petrograd, May 16, 1922.

A beautiful day. The late spring has come at last, but in this huge imperial and tragic city this soft air and sunlight come with a curious and so to speak dramatic beauty. It is a noble and beautiful place with something of the north and old Imperial Russia about it that gives it an air all its own.

Yesterday I had a fascinating day working as checker at the post. A cargo of U. S. medical supplies was being unloaded part of the 4 million dollars worth of left-over army stuff and they were so short of men that I took a hand.

Each package had a different number, the packages were of all sizes up to several hundred pounds and consisting of everything under the sun, from drugs and disinfectants to operating tables, beds and linen. All the time a rain was falling, each package's number had to be taken down and the number was generally on the bottom and these lists checked up with the army invoices later. There was something like 15,000 packages in the ship and we scarcely made a dent in the pile. On harvest nearly wheat, corn and flour were coming off in similar quantities. The bulkheads of Russian the efforts to give orders to stevedores the weighting and sorting and taking down numbers the attempts to bring some sort of order but of the mess—all was great fun.

A. R.

Petrograd, May 18, 1922.
Last night I hunted up my old friends the K's, whom I met on the Volga in '14. They are old regime people still and have forgotten nothing and learned nothing. All three, father, mother and daughter, are working desperately for their mere bread. The mother gives singing lessons, the daughter gives English lessons, for which she is paid 150,000 rubles, just a trifle more than street car fare. The father works in some government office for 50 million rubles a month, a pound of bread costs 150,000 rubles—their only son, a fine young fellow in one of the guards regiments, was killed in the Russian offensive in 1914. K—

himself an ex-officer, was one of the court chamberlains and had always had some good job with the old government. You can say that he was a member of a society from an American point of view, but he was no worse than all his family, relatives and friends,—a gentleman in the formal sense of the word, his wife a lady from one of the oldest families, his daughter polished and cultured as young ladies of her sex are all over the world. Their friends are scattered, some dead, some shot, relatives have disappeared, a young nephew for instance, and nothing has been heard of him. Their old life is gone, as if they had been picked up by the scuff of the neck and thrown into the middle of the ocean to sink or swim. Even the furniture of their apartment is not their own. Half of what they do earn is swallowed up in taxes of various sorts, etc., etc. K—himself has aged 15 years in the last five. His wife likewise, although not so much. They are like people living in a physical and mental prison and merely keeping alive, through the instinctive stubbornness of the human animal not to yield at once to death.

"Russia is dead, Religion is dead. Morality is dead. Patriotism is dead. The Russian people no longer exist. Are there other countries in Europe, do they still exist? I do not know. Here we know nothing." That is the way K— runs on. It is very depressing.

Mrs. K's sister on the other hand, a Mrs. V— and a good deal more intelligent and far broader minded, has adapted herself philosophically to the new regime. She works as a book-keeper in the local (towards Soviet) wears an old grey sweater and shabby shoes and when I turned up at her apartment she soon had the samovar on and tea and black bread and cigarettes and was just as amusing and as good a sport as she used to be. "It has been good for us," she said with a sort of grin, referring to their trials. "As for me, my son and daughter have married since the revolution and are getting along well and happily. At any time of life one is content to work all day long."

A. R.

Where Is Oregon's Interest in S. P. C. P. Dissolution Suit?

SAN FRANCISCO, June 19.—Win. Sproule, president, Southern Pacific company, today issued the following statement, "Where Is Oregon's Interest?" explaining how this state would be affected by the threatened separation of Central Pacific and Southern Pacific properties which have been under a single control since 1870.

"With reference to desire of the Union Pacific to acquire the Central Pacific, it may fairly be set down by the people of Oregon as the intention of government that public interest shall prevail over the self-interest of either of the roads concerned. The public are interested in the best railway service, given with the greatest convenience to them. Let us see what this means for western and southern Oregon, served by Southern Pacific.

"That the business of Oregon is not as a primary matter east and west bound, is shown by the fact that in 1921 only 18 per cent of the cars Southern Pacific handled in Oregon were given that company by shippers for delivery to railroad lines east of Portland. Destinations beyond. This is less than one-fifth of the business.

"In the reverse direction the cars received by the Southern Pacific at Portland from its rail connections, were but 21 per cent. This is slightly over one-fifth of the business.

"The markets for so large a portion of the products of Western and Southern Oregon are in the Pacific coast group of states, particularly California and those markets, the people of Oregon now reach through a single carrier without interruption or complications.

"If the Southern Pacific lines be torn asunder, then Tehama, California, would be the point nearest to the Oregon boundary. Tehama is 181 miles away. Thus the Southern Pacific with 1300 miles of railroad in the state of Oregon would be separated from Southern Pacific in the state of California by a distance of nearly 200 miles.

Oregon Loses Millions.

"If this separation had no other effect, it would tend to deprive Oregon of its most valuable single item of business, for Southern Pacific now is able to buy its supply of ties, timbers and other forest products very largely from producers on its lines in Oregon. If unable to reach those producers except by paying freight to another carrier, this important business would easily go elsewhere and it amounts to many millions of dollars a year.

"Such a separation would deprive Oregon of its chief source of car supply. The people on our lines in Oregon rely on Southern Pacific for cars, having never yet been able to get any supply from any line east of Portland except for a small fraction of their wants. Even during federal control, the U. S. railroad administration found every resource failed except Southern Pacific for our Oregon line car supply.

"Remember that in 1921 Southern Pacific sent northward to Ashland for its lines in Oregon over 34,000 empty, in addition to over 24,000 loaded cars. At Portland we received no addition to our car supply, on the contrary, in 1921 Southern Pacific actually delivered to rail connections there 1,550 cars in excess of cars we received from them at Portland.

"Suggestion has been made that by some plan the 191-mile gap in California between Southern Pacific in California and Southern Pacific in Oregon might be bridged under joint rights of operation. This merely substitutes some uncertain rights of ownership for direct ownership. It is a confession that troublesome dual substitutes would have to be attempted to take the place of that single ownership and responsibility to which the public are accustomed.

Hard On Shipper.

"Every shipper knows what it

means to deal with two carriers on any given question of service compared with dealing with one carrier, other conditions equal. As a business question, everyone knows that when the business on and over a given piece of railroad is split between two carriers, neither has in it the direct interest of one carrier operating the same piece of track. Further, a divided interest demands employees who must be neutral and offend neither interest, but the public do not like neutrality in questions of service, they preferring activity and energy as more to the public interest.

"Beyond this any railroad man knows and most business men, that it is not practical thing to give another company the main lines from Oregon-California state boundary to Roseville Junction in California via Chico, and from Sacramento through Stockton to Fresno and Goshen, 483 miles, without interfering with the present service. It means the service of over nearly 500 miles must be given by two companies instead of by one as now. It is useless to suggest that this would be an improvement in the service for the public, whatever the combination or arrangement made if it be short of the Southern Pacific retaining these lines in its single control. What is true of this line is equally true of the local business generally. The communities served will have to look to two companies for their service where now they hold one responsible.

"What can the public business gain by such a change? Everywhere from Portland to San Francisco, San Francisco to Los Angeles, Los Angeles to Yuma and beyond, the public ask what can they possibly gain?

"The answer once more is: The public of Oregon have nothing to gain by breaking up these properties and stand only to lose by the complications that follow."

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HOW MUCH DO YOU KNOW?

- 1—When can more immigrants come to U. S. from countries whose quotas are full?
- 2—What is the most important industry in France?
- 3—How many capital cities have there been in Ohio?
- 4—What is the estimated amount of money spent in one year for chewing gum?
- 5—How much will it cost to scrap the U. S. fleet?
- 6—How far is it by boat from San Francisco to Valparaiso?
- 7—What two rivers flow in to the Persian gulf?
- 8—What was considered by military critics the most devastating war before the world war?
- 9—What American league team made the most hits last year?
- 10—What was the motto on the flag of the thirteen colonies?

Answers to Yesterday's Questions
1—What city is known as the "Gibraltar of America"? Ans. Quebec.
2—What valuable tract of land in

- the center of Boston was never private property? Ans. Boston Common.
3—For whom was the state of New York named? Ans. Duke of York.
4—How many of the 24,000,000 families in the United States own their own homes? Ans. 11,000,000.
5—How does the U. S. army rank among other powers? Ans. Twenty-fourth.
6—Who suggested the motto "E pluribus Unum" for the United States? Ans. Franklin, Jefferson and Adams.
7—How much of the income of the average family goes for food? Ans. 43.1 per cent.
8—How many ostriches are there in the United States? Ans. The 1920 census showed 250.
9—How many automobiles are there in the United States now? Ans. The latest estimate placed the number at 10,050,000.
10—What is the estimated value of the timber land of the United States now? Ans. Between eight billion and twelve billion dollars.

Queensland Premier Dead
BRISBANE, Queensland, June 19.—The death is announced of Sir Robert Philip, twice premier of Queensland. He was born in Glasgow in 1851.



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