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PRIDE OF OLD NAVY A WRECK

EASTPORT, Me., June 2.—A mass of twisted metals and charred timbers lying on Coney beach here is all that remains of the frigate Richmond, once the pride of the United States navy. The famous wooden warship, built in 1858, was used during three wars in capacities varying from admiral's flagship to receiving ship and finally was burned for the copper in her hull.

The Richmond was Admiral Farragut's flagship during the Civil war and was in several famous engagements in southern waters and along the Mississippi river. It is said that the Richmond was one of the first American ships to be camouflaged. During the bombardment of New Orleans, Farragut ordered the man-of-war camouflaged and not having the necessary paint, the frigate was smeared with mud, partly obscuring her from the enemy's view.

A few years later the Richmond was retired but was put in commission again in 1898 for the Spanish-American war, when she was used as a receiving ship at the Philadelphia navy yard. Then for almost 20 years she was held idle at the Norfolk navy yard but was put into use again in the world war as a receiving and training ship.

The once great warship's days of usefulness were over and a short time ago she was towed to Eastport. The torch was applied to her by Captain John F. Turner, of Newburyport, Mass., holder of the world's deep sea diving record. After lighting several fires from bow to stern Captain Turner hauled down the American flag from the frigate and jumped into Passamaquoddy bay. He was picked up by part of the ship's crew in a dory for the noted diver cannot swim.

The beach on which the Richmond was burned is the most eastern point on the Maine coast and is where four other wooden frigates, the Franklin, Wabash, Minnesota and Vermont, were burned by junkmen in other years.

POT POURRI

By LONE STAR

Here are two letters which were handed to us the other day, and which we print verbatim. You will notice that there is no signature to them, which fact ought to disqualify them for publication. We will tell you the joke about that, however, a little later on.

Letter No. 1 is addressed to the Editor Evening Herald. It follows in full, printed just as it was written. "Editor Herald:

For the love of Mike—cut out the drivel you are running at present under the name of Lone Star. There isn't a joke in that column and hasn't been so far, but than antedates the ChristiEn Era by hundreds of years. You tell us that paper is scarce. If so you can save a lot by cutting out the bunch of Junk that you are serving up each day.

Here follows spasm No. 2 addressed to the Lone Star:
Dear Lone Star:

Your column in the Herald is a wonder. Here is a suggestion for a "new" one.

It is a cUnundrum and starts out like this: "Why does a chicken cross the road." It is a scream. Get someone to tell it you and then publish it in your column. There is a joke book published by Joe Miller—all new stuff—nothing over a hundred years old in it. Suggest that you get one.

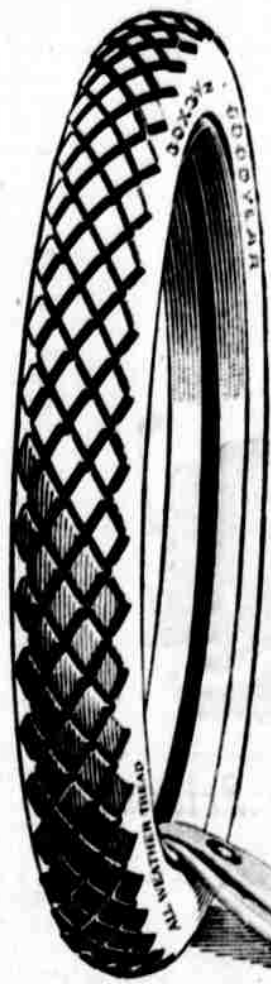
Well folks, to say the least, that's nice. But say—if you could only see the originals of these letters. They're literary, grammatical and dietic wondrous, notwithstanding the fact that the bird that wrote them, had a typewriter to help him out. A typewriter can cover up bad handwriting, but they have never yet been able to discover a typewriter, which will spell correctly when the one using it cannot.

Perhaps in the pre-Christian era, which our friend seems to be so familiar with, they spelt "wonder" with a U and not with an O as we spell it nowadays. Furthermore, we presume that "Cunundrum" was the proper way to spell "Conundrum" in that anti-diluvian period also. But it's not the way we spell it these days, so the first thing I shall say to my correspondent, who thinks he is unknown but isn't, it this: The night school, which operates in the high school every evening, is a good place for one to become acquainted with the essentials of spelling and grammar, and we would suggest that our friend take a long course, before undertaking to criticize one who has been writing for over 15 years now.

But folks—the funniest part of it all is, that the Lone Star knows absolutely who the writer is, and furthermore, he knows who the Lone Star is, and instead of a friendly, kindly criticism, this bird, imagined that on receipt of his anonymous epistle, the Lone Star column would immediately be discontinued. But—my friend—not so.

Lone Star has quite a few people in the City and surrounding country who were not alive over a hundred years ago, and we still have a few jokes (not by Miller) left to tell to them, notwithstanding the fact that my mysterious correspondent is so old, and so old-fashioned, that he has heard them all long ago.

Why a Majority of the Smaller Cars Come on Goodyear Tires



Last year more cars using 30x3-, 30x3½-, or 31x4-inch tires were factory-equipped with Goodyear Tires than with any other kind.

This is plainly a result of the high relative value produced in these tires for the smaller cars by Goodyear's enormous resources and scrupulous care.

They represent the same intense endeavor to supply utmost satisfaction in tires that has laid the basis for the marked preference which exists everywhere for Goodyear Tires in the larger sizes.

This real Goodyear value in tires is available for your Ford, Chevrolet, Dort, Maxwell, or other car using one of these sizes, at our nearest Service Station. Go there for these tires and Goodyear Heavy Tourist Tubes.

30x3½ Goodyear Double-Cure Fabric, All-Weather Tread \$23.50
30x3½ Goodyear Single-Cure Fabric, Anti-Skid Tread \$21.50

Goodyear Heavy Tourist Tubes are thick, strong tubes that reinforce casings properly. Why risk a good casing with a cheap tube? Goodyear Heavy Tourist Tubes cost little more than tubes of less merit. 30x3½ size in water-proof bag \$4.50



If the Wood Dealer Sold Service

We do not sell current; we sell service. That sounds odd doesn't it?

Well, suppose the wood dealer sold service instead of wood, he would tend to your furnace and your range, take away the ashes and clean the flues. You would buy so much heat.

Now you buy so much light, although you pay according to the current you consume. But the service is performed for you by this company at the substations and power plants.

That is what we want to give you—efficient service. It is the aim of this company to have none but satisfied customers. No matter what it is, if you have a grievance, or are dissatisfied about your bill or do not understand our rates, please come in and see us or write us about it.

If you have any suggestions to make, we will gladly avail ourselves of them as our aim is constantly to improve our service to you as fast as the development of science and human ability permit.

California-Oregon Power Company

Harry Poole was not satisfied with taking the frisk out of Frisco, so he went to Los Angeles. There is no frisk there, but there are lots of Angels, and Poole will no doubt have no trouble in finding them.

The papers are now announcing a Positive Cure for tuberculosis. We get one of those things every 30 days so we are a little leary of them. In other words we are from Missouri and have to be shown.

We see that the Wood "Slush Fund" was \$1,000,000. Some "Slush" fund that was. Still, it didn't do any more good in Oregon than if it had been ten millions.

Incidentally we wonder just why some politicians are willing to spend many times what an office pays, to get into that office. And we wonder also, how it is that so many politicians go into office with nothing, and come out with a fortune.

We also note that the Pope is "strictly neutral" on the Irish question. That makes us laugh.

A friend accosted the Lone Star the other day, and, seeing that he was in trouble we asked him what the matter was. "Well you see," our friend replied, "I cannot get a divorce." "Why not?" asked we. "Because I'm not married," replied he.

Some day the Gideons, those religious minded gentlemen who see that there is a Bible in every hotel room, are going to see that the man who sets the rates gets one too.

One of our college professors met Bill Kay on the street the other day, and started an argument about the high wages being paid these days. "Why," said the professor, "a carpenter makes more these days than I do and I'm a college professor." "Yes," replied Bill Kay, "you missed your chance when you were young."

A motorist appeared before Judge Leavitt the other morning to answer

to a charge of speeding. "A fine morning, isn't it Judge?" "It is—Ten dollars to be exact."

A good pull won't get you anything in the long run unless you are a dentist.

A man walked into the Wells Fargo express office the other morning with a money order for \$25. "Sorry," said Parker, "we can't cash that unless you are identified." "Well now—ain't that hell," replied the man, "the only man I know in this town, I owe \$20."

STATE C. OF C. ASKS SUPPORT OF ITS PEOPLE

PORTLAND, June 1.—United support of the statewide movement of the Oregon state chamber of com-

merce to raise an adequate budget to carry on its program of development work is urged by the board of directors of the state chamber.

A letter signed by Charles Hall and addressed to "the people of the state of Oregon" reads as follows:

"Backed by a record of accomplishments appreciated by those familiar with this work, the board of directors of the Oregon state chamber of commerce has undertaken a campaign for an expansion in income and members in order that it may meet constantly increasing demands for service and assume larger responsibilities in advancing the commercial, industrial and agricultural interests of Oregon and development of natural resources.

"We are confident of full success and we are sure that the business and professional men, retail merchants, manufacturers and growers throughout the state will make the state chamber of commerce a greater institution, assuming wider responsibilities and improvement along many lines.

"We ask the united support of those who want to see Oregon get its full share of material prosperity and are willing to assist in providing

for its welfare in the years to come." Every section of Oregon is represented on the state chamber's board of directors, which is composed of the following men: Charles Hall, Marshfield, president; Emory Olinstead, Portland, vice president; F. S. Bramwell, Grants Pass, vice president; J. T. Rorick, The Dalles, vice president; J. L. Etheridge, Portland, treasurer; G. Clifford Barlow, Warrenton; J. R. Blackaby, Ontario; E. E. Brodie, Oregon City; C. C. Chapman, Portland; W. W. Harrah, Pendleton; H. Hirschberg, Independence; George H. McMorrin, Eugene; T. A. McCann, Bend; Vincent Palmer, La Grande; William Polman, Baker, and George Quayle, Portland, secretary.

ELECTRICITY TO TRAP AUTOMOBILE BANDITS

SAN FRANCISCO, Cal., June 2.—Automobile bandits will have to acquire a speed exceeding that of electricity if they expect to slip through the proposed San Francisco police cordons. An electric winker system is planned whereby signals will be flashed to patrolmen on various "beats."

JEWEL CAFE

LUNCHEON FOR LADIES



is one of our specialties. Those who are wearied with shopping or visiting can stop in this restaurant and partake of the daintiest repast, perfectly cooked and served. We have special tables for ladies as well as special dishes. We invite their patronage, which, once bestowed, is always continued. Our service is the reason.

610 Main Street

The Jewel Cafe