



The Sandy News

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CHAS. R. BENNETT, EDITOR.

OFFICIAL CITY PAPER

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first insertion, five cents a line each
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cents a line each subsequent insertion.

"For Sandy Always."



EDITORIAL COMMENT

BILL BOGAN SAYS

A good way to have credit is not to
need to use it.

In a stock market deal the bright side
is always the inside.

Once in a while you'll find a politician
who is proud of his trade.

A girl can get just as interested in base
ball as if she knew the game.

Sometimes young folks have to be
switched to get them on the right track.

Men tell men about the same thing
women tell women—but men don't call
it gossip.

The more times a man imagines he is
fooling his wife the more of a fool he is
making of himself.

No matter how well a girl can swim,
you'd never guess it when the right man
is around and wants to give her lessons.

A woman doesn't object to her hus-
band's flirting with the dining room
girls if he can get better service for both
of them that way.

When their love during the honey-
moon is warm enough to boil coffee, the
chances are they will get through the
rest of life alright.

ALLIES WIN

R. E. ESSON with his knowledge of the
drug business == A-No. 1 drugs and chem-
icals == living prices == honest dealings and
Rexall quality are winning the trenches of
the home drug business. Don't spend
all your money with the "dope peddler"
and remember that

"Esson Needs The Money"

A man never fully realizes what a
crime it is to neglect to return borrowed
money until he becomes the creditor in-
stead of the debtor.

Most of us express admiration for the
person who is not afraid to say what he
thinks—but we get most awfully disgust-
ed with the person who doesn't know
when to shut up.

A physical culture expert says that do-
ing housework improves a woman's
figure. We think it likely that he is
trying to put one over on woman, but
the wise young man would do well just
the same to judge his sweetheart's beauty
by whether her hands are rough from
helping mother.

If we believe all the jokes we read
there wouldn't be much to women's
letters if it wasn't for the postscript, but
the man who was had to do part of his
courting by mail knows that every one
of the twenty-five or thirty pages pre-
ceding the postscript are chock full of
things worth reading.

The Town Grouch

"I hear they're talkin' of gettin' up
another band here," said the sage to
his companion, a business man in front
of whose store the sage had stopped for
a talk.

"I aint as strong fur this band busi-
ness as I wuz a boy. I've been in several,
and the only thing I ever got out of
it wuz three music folios and a set up
bass drum harness. Tell you right now
it's no fun t' parade around with a forty
pound tuba or a drum hitched to yer
shoulders. Takes a lot a time to keep
in practice fer playin' too, and you never
git any thanks fer it, let alone bein' paid.
No more of the band business fer
me, that's sure."

"That's where you're wrong, Uncle,"
answered the business man, continuing:
"We're all going to chip in and buy the
boys new uniforms and pay them regu-
larly for in-door concerts all winter and
open-air ones next summer."

A HINT

Judging from the account in the Mol-
alla Pioneer, that town has some skilled
and generous hunters, who recently re-
turned from the Cow Creek Canyon
country with fourteen deer. These hun-
ters presented the editor with a generous
supply of venison to prove their claims,
which is a custom worthy of emulation
elsewhere, not only guaranteed publicity
to the nimrod but furnishing nourish-
ment to said editor's family.—Estacada
Progress.

ADVERTISEMENTS Are the Milestones on the ROAD TO SUCCESS

PROGRESS OF GOOD ROADS.

New Jersey first provided state
aid for public highways twenty-
four years ago. Her action was
imitated by Massachusetts and
Connecticut, and the policy of
state aid toward good roads was
firmly established. Since then
\$200,000,000 has been expended
from state treasuries in aid of
improved highways and about
31,000 miles of surfaced roads
constructed under state supervi-
sion. The statistically minded
may be interested to know that
this is equivalent to an annual
expenditure of more than \$8,300,-
000, with an annual construc-
tion of 1,292 miles. By far the
most active period of state aided
road construction, however, has
been that since 1905. The last
two years have actually been re-
sponsible for the building of 11,-
000 out of the total of 31,000
miles. With 40,000 square miles
of territory less than the single
state of Texas, France lacks but
6,000 miles of having as exten-
sive a national highway system
as the United States has, count-
ing the state roads as national.
To get rid of graft and politics
in both state and local boards
and to establish energetic and
competent engineering supervi-
sion are the steps still to be tak-
en in many states before the so-
cial and economic arguments in
favor of better highways will
prevail.

BUILDING DIRT ROADS.

These Are the Real Highways of Com-
merce, Says Governor Major.

The dirt roads are the real highways
of commerce, says Governor Major of
Missouri. Without them you would
have little use for macadam roads or
other highways of like character. In
the road fabric we must begin at the
bottom. As the dirt roads are improv-
ed year by year by process of evolu-
tion, when necessity requires a certain
percentage of them will become trunk
lines and be converted into rock,
macadam, concrete or roads of like
character. This will come about when
the betterment of the dirt roads has so
improved agricultural and other com-
munities through which they pass that
the wealth and population and com-
merce justify it.

We cannot make all the roads rock,
macadam or concrete roads, but we can
make all our bad dirt roads good dirt
roads. We can make the rock, macadam
or concrete roads in certain sec-
tions and communities where country
growth, wealth, population and volume
of heavy traffic demand and justify it.
The amount of money really required
to convert a bad dirt road into a good
dirt road by the use of modern road
equipment is astonishingly small.

Where the roads from the farm to
the railway station are partly bad dirt
roads, partly good dirt roads and partly
rock, concrete or macadam roads,
the farmer must gauge his load not by
the good dirt road, not by the good
macadam road over which he passes a
part of the distance, but by the bad
dirt road he must travel. What we
should do is to improve the road, gau-
ging the load the producer must haul.
If he has to struggle with bad dirt
roads he is the man we wish to serve.
These roads are the arteries of the
commerce of the soil, and our very
life, credit, prosperity, education,
church and future interests depend
upon them.

The closer we place the producer to
the markets the lower will be our cost
of living. The roads which serve the
producers today are the dirt roads,
roads of the people, roads reaching
every community, and fifty years from
now the great majority of the roads
serving the producers will still be dirt
roads. We must deal with things real,
not ideal.

Rural Delivery by Auto.

Postmaster General Burleson has an-
nounced that "rural mail service by
automobiles will begin on a large scale
in many parts of the United States on
Aug. 2." Orders already signed pro-
vide for 105 machines carrying mail,
which will cover more than 5,500 miles
of rural post roads daily, except Sun-
day.

A statement issued by the postoffice
department says:

"The auto routes thus far authorized
by the postmaster general are appor-
tioned as follows: Oklahoma, 44; Geo-
rgia, 28; California, 19; Texas, 8; Flori-
da, 3; Pennsylvania, 2; Louisiana, 1.

"The number of families to be served
by each of the above routes varies
from a minimum of 13 to a maximum
of 470. The average throughout the
service, it is expected, will be about
300."

The dance at Shelley's Hall Saturday
night, October 16th, 50 cents.

BUSINESS DIRECTORY

DR. W. H. BARENDRICK, M. D.
Physician and Surgeon.

Sandy, - - - - Oregon

THE UNION BARBER SHOP

W. A. SHANER, Prop.

For a haircut that looks right
and a shave that feels right
and Hot or Cold Baths this is
the place

New Junker Building.

C. D. PURCELL

ATTORNEY AT LAW

SANDY

OREGON

C. D. Purcell

INSURANCE

Representing reliable Companies

HOW TO KILL 'EM

The following interesting facts about
bedbugs have been taken from the cur-
rent issue of Farm and Fireside:

"Adult bedbugs will live a year in a
glass bottle without food.

"Bedbugs can transmit disease from
one person to another by biting.

"Young bedbugs teen nine times in
seventy days under favorable conditions.

"A safe way to kill them is to burn
flowers of sulphur at the rate of two
pounds per thousand cubic feet of room
space. A little alcohol will make the
sulphur burn readily. Take metal orna-
ments out of the room or they will be
tarnished by the fumes; also remove
clothes, curtains and fabrics, as sulphur
is a powerful bleaching agent.—Ex.

PAUL R. MEINIG

Dealer in

General Merchandise

Hats, Caps, Dry Goods
Agent for

Sharples Separators, Mitchell, Lewis and
Stover goods also Old Charter Oak Ranges
and a full line of Heating Stoves.

Olympic Flour White Mountain Flour
White River Flour

Carry in stock at all times A. A. Cutter,
Bergmann Logger shoe, Florsheim and
Chesterfield dress shoe and a complete line
Ladies and Childrens Shoes

LIVE STOCK NOTES.

If everybody insisted that he
must breed his mares to pure
bred stock it would not be so
long before scrub stallions would
be scarcer than hens' teeth.

Select the pigs for breeders
from sows that habitually bring
large litters.

Early maturity is an important
quality to consider in selecting
sheep.

A sore on the breast of a horse
is a proof of the ignorance, care-
lessness and cruelty of the
owner.

There is no profit in pigs un-
less they are contented and
happy.

As the country ages and the
fertility of its fields becomes ex-
hausted its appreciation of sheep
will increase.

WELCOME TO OUR CITY

If You Are a Stranger Here,
Read the Home Paper and
Get Acquainted With the Town

Don't Wait, Friend

Send That Advertise-
ment Right Away and
Get Results.

Don't Cheat Yourself

Send In Your Subscription
For the Town Newspaper

DO
IT
NOW