

The Forest Grove Express

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W. C. Benfer, Editor and Publisher.

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THURSDAY, OCT. 18, 1917

Your Uncle Sam Needs Stenographers

Washington, D. C., Oct. 16 — Now that Uncle Sam has the young men of the country in training for military service, he finds that he needs 10,000 typewriter operators, and stenographers and typewriters, both men and women, for the Departments at Washington. The Civil Service Commission has notified all of its 3,000 boards of examiners that they should put forth their best efforts to secure these urgently needed workers. While examinations are now held weekly in 450 cities, the Commission states that arrangements will be made to have an examination held at any accessible place where a small class of applicants can be secured. The entrance salaries range from \$1,000 to \$1,200 a year. Promotion is reasonably rapid to those whose services prove satisfactory. No appointments can be made to these or other positions in the Federal classified civil service unless authorized by the Civil Service Commission under the civil service law. Any information to the contrary is unauthorized. This is a splendid opportunity to serve your country. Full information may be secured from the secretary of the board of civil service examiners at the postoffice in your city.

Girl's Honor Guard

The Honor Guard is a national organization formed for the purpose of arousing patriotism and a sense of patriotic duty among the girls and young women of this country. As a national organization its object is to be of service, in times of need to each community, state, or the United States. For each member, the object is to help her learn to do one thing well that she may be of the greatest service to her country by performing that duty efficiently, whether it be of local, state or national importance.

In Oregon the members of each local Guard are classed as pledged, active or honorary members, according to their abilities and achievements. Quarterly dues are collected to pay for the expenses of the state offices and to the establishment of a state fund for the relief of enlisted men from Oregon. This work has begun at one hospital in New York where some of our boys were visited, provided news from home, comforts not given by the hospital and sometimes even flowers.

Since organizing in Forest Grove the growth of the local Guard has been somewhat retarded by difficulty to secure instructors to carry out the plans for classes and also by irregularity of classes during the vacation months. However, as a unit the Guard has participated in various patriotic meetings and parades held in town, especially during the G. A.

William McAdoo Says:

Shall we be more tender with our dollars than with our sons? BUY A LIBERTY BOND AT YOUR NEAREST BANK.

R. convention held here last spring. A class each in First Aid, sewing and military drill has been completed, roller bandages sent to the Red Cross organization, dresses made for Belgian Relief, 12-inch squares crocheted for blankets for convalescent soldiers, and a small amount of surplus fruit sent to the boys at Fort Columbia. Though we have not accomplished as much as we expected we have bigger plans for the coming winter, embodying more active service than class work.

All persons between the ages of 14 and 30 who are interested in this work and wish to join are invited to attend the next meeting on Friday, October 19, at Langley hall, 4 p. m. All members are urged to be present for the purpose of reorganization under the new State Rules and Regulations.

CONDENSED NEWS NOTES

A full line of the famous McKinley 10c sheet music at the Book Store.

A daughter was born Monday, at the Forest Grove hospital, to Mrs. H. T. Hahn of Multnomah station. Mrs. Hahn is a daughter to Mrs. S. F. Abernethy of this city.

Mesdames I. J. Hoar, B. F. White and A. E. Scott cleared more than \$20 at a Red Cross silver tea, given at the Hoar home Tuesday afternoon for the benefit of the local Red Cross branch. Mrs. Sarah A. Blackman of Portland was present and sang her new song, "Keep the Home Fires Burning."

John Hoover, aged 52, suicided by hanging himself to a rafter in his barn, located near Sewell Station, on the Oregon Electric, last Monday. No cause is known for the act. Hoover leaves a wife and young child.

The city council was to have held a meeting Tuesday night to pass on important sidewalk matters, but, after approving a bond filed by the Portland Gas & Coke company, the meeting was adjourned until next Tuesday evening on account of the Liberty Loan meeting.

Catholic Services

Father Buck asks the Express to make the following church announcement: Next Sunday, mass at Gaston at 8:30 a. m. and Forest Grove at 10:30 a. m.

His last services in this county will be on Oct. 28th, when he will hold mass in Cornelius at 8:00 a. m. and at Forest Grove at 10:30 a. m.

Everybody is invited to these services.

The Express stated last week that Father Buck had built a church and parsonage in this city, but neglected to say that he had also built churches at Gaston and Cornelius. All three churches are out of debt, a record of which the priest and parishioners may well be proud.

HOW BAD ROADS INFLUENCE PRICES

Plea For Better Highways That Appeals to All.

HIGH TRANSPORTATION COST

The National Automobile Chamber of Commerce Advocates Durable Highways on the Ground That Bad Roads Make Expensive Transportation and Add to the High Cost of Living.

A plea for durable highways that appeals to all, on the ground that bad roads as the most expensive kind of transportation enter into the high cost of living, is the following from the national automobile chamber of commerce:

Practically everything raised and manufactured in the United States is transported a considerable distance before it reaches the consumer. Railroad and water rates have passed their lowest limits and are rising. At some stage of their journey our food, clothing, building material, household goods, machinery, etc., must be hauled over the public roads and streets. Here is the one place where there is possibility of effecting a large saving in transportation cost. It actually costs more to deliver a ton of coal from the yards in the city to the city consumer than to ship it by rail from the mine to the city.

It costs the farmer more than 25 cents to haul a ton of farm produce a



EXAMPLE OF BAD ROAD FOR HAULING PURPOSES.

mile on the way to market over the average country road, while the average cost of haulage by motor truck over paved city streets is only 11 1/2 cents a ton mile. If country roads were as good as city streets and farmers used motor trucks their haulage costs would be cut in half. They would also be able to take advantage of the highest market prices at all seasons of the year and haul the fullest loads, whereas now they often get stuck in the mud with half a load in fall and spring. These conditions have a good deal to do with the high cost of living every one has to pay.

Until the main market roads are surfaced with some hard, durable material, the country will go on wasting hundreds of millions of dollars a year in the unnecessary cost of haulage and the excessive cost of repairing the unsatisfactory roads it now has. Farmers, dairymen, manufacturers, merchants, contractors and others will be denied the maximum economy of haulage and delivery by motor vehicle by the action of legislatures in imposing heavy fees on motor trucks for use of the roads and restricting their size, weight and speed.

Several of the more progressive states have awakened to the situation. The good roads bill passed in Illinois two years ago provided for the building of durable roads, and a considerable mileage of concrete and brick roads has been built in that state.

New Jersey is a vast truck garden that supplies the markets of New York and Philadelphia, and it means money in the pockets of the farmers to have roads that they can depend upon every day in the year, just as they depend upon the railroads. Good wagon roads are even more essential to the prosperity of the state today than railroads, because with good roads and motor trucks it would be possible for the state to carry on all its activities, while

Chevrolet!

We are sorry, but—

You were caught in the act, yesterday.

Yes, you!

We saw you. You were cranking your car.

But you need no longer do this. You need no longer be inconvenienced this way. You need no longer suffer and worry and be put to trouble—

Not if you own a Chevrolet "Four-Ninety."

Here is a car that is complete.

You do not have to buy any extras to make it a serviceable automobile.

Chevrolet "Four-Ninety" is electrically started and lighted, and absolutely reliable in every respect.

It has demountable rims, one-man top, tilted windshield and many other refinements.

Here is a car that will satisfy you! Here is a car that will please you! Here is a car you need never be ashamed of—for it possesses every worthy motor car essential.

Come in and see this and other models; but if you are too busy, just call us up and tell us you want a demonstration. We will send a car for you at once.

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FOREST GROVE, OREGON

with railroads and no wagon roads many of them would have to shut down.

Few states in the Union would care to admit that they are less progressive than New Zealand, yet that commonwealth in the antipodes has come to realize that its roads are not equal to the demands of traffic and proposes to adopt concrete road construction as practiced in some parts of the United States. Authorities there estimate that twelve foot concrete roads can be built for \$2,000 a mile more than ordinary stone roads and that there would be a saving in upkeep of at least \$1,200 a mile during the first five years, while at the end of ten years there would be a saving of \$7,000 or \$8,000 per mile.

Farm Loans Wanted

Can furnish you farm loans at a low rate of interest. Hollis & Graham. 40-2t

Joe A. Wiles would like to write your insurance. Will give you service that will be to your advantage. West side Main St., north of Tucker's garage.

Warranty deed and mortgage blanks for sale at this office.

You can get the Portland Oregonian six days a week, by mail, and the Forest Grove Express, for only \$6.00 per year, if paid in advance. For Oregonian seven days a week, add \$2.00.

OREGON ELECTRIC TIME CARD

Dated Sept. 19, 1917

Lv. F. G.	Arr. Pt.	Lv. Pt.	Arr. F. G.
6:20 a m	7:40	6:50 a m	8:07
7:05 a m	8:30	8:15 a m	9:32
8:15 a m	9:35	10:25 a m	11:40
9:45 a m	11:00	1:15 p m	2:25
12:30 p m	1:45	3:30 p m	4:40
3:45 p m	5:00	5:30 p m	6:45
5:05 p m	6:25	6:15 p m	7:30
7:40 p m	9:05	7:20 p m	8:40
9:45 p m	11:00	11:15 p m	12:35

S. P. ELECTRIC TIME CARD

Lv. F. G.	Arr. Pt.	Lv. Pt.	Arr. F. G.
6:35 a m	7:50	7:15 a m	8:35
7:20 a m	8:45	7:55 a m	9:32
8:30 a m	10:45	11:00 a m	12:15
12:35 p m	1:50	2:15 p m	3:30
3:20 p m	3:20	3:30 p m	4:50
5:40 p m	4:55	5:40 p m	7:00
7:40 p m	6:55	6:15 p m	7:35
8:22 p m	5:50	8:00 p m	9:20
9:35 p m	7:45	11:15 p m	12:35
	10:50	11:00 p m	2:20

t—Thru s—Sat ss—Sat & Sunday

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The EXPRESS

Phone 821

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