

# The Forest Grove Express

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W. C. Benfer, Editor and Publisher.

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THURSDAY, AUGUST 8, 1918



--- This paper has enlisted with the government in the cause of America for the period of the war ---

## FOOD ADMINISTRATION CREDO

- By willing service of a free people to do these things:
- To feed the Allies that they may continue to fight.
- To feed the hungry in Belgium and other lands that they may continue to live.
- To feed our own soldiers overseas that they may want nothing.
- To keep prices steady and the flow of distribution even that the poor at home may be fed.
- To make everyone's effort count its utmost for winning the war for freedom.

## FOOD CONTROL IN AMERICA IS OF AND FOR THE PEOPLE

The commander of a unit of Yank troops on the west front informed his superior officer that the Yanks had to have some rest. "Why rest?" asked the general. "Because they are tired out trying to keep up with the Huns," replied the unit commander. Yet we have been taught these Huns were supermen—invincible in battle. That's what the beasts wanted us to believe, but so many of the Yanks are from Missouri that they will take no man's word that a thing is thus and so; they must be shown.

What are you going to exhibit at the county fair? Have you a fine cow, horse, mule, a pen of nice hens or pullets, some geese, ducks, pigs or even a pair of fine rabbits? Take them to the fair, so those who have nothing to exhibit will try to do better next year. If you have no livestock, take some garden or farm products, or if you have discovered a new way to use food substitutes, bring your result to the fair and teach your neighbors. Fairs should be more than reunions and picnics—they should be schools for helping each other over difficult problems.

## GETTING ACQUAINTED

Minds of Americans are so centered in France as the actual field of battle that they are apt to overlook the fact that many thousands of our troops do not go direct to that country, but land first at English or Scotch ports, undergo training for a considerable period in British camps and finally go to France by the Channel route which is used by the British army. It is reported that American troops are billeted at no less than 80 places in Great Britain.

This arrangement has brought about relations which may have lasting effect on the future intercourse of the two Nations and on their attitude toward each other. It has brought together a large number of average representatives of the American people and the great mass of the British people under circumstances which predispose them to friendship and mutual understanding. The Englishman we have known in America has been the aristocrat or plutocratic tourist, the immigrant workingman or the remittance man in person, or the brainless fool of a lord, or the cockney who drops his "h's" and "blasts your

bloody heyes" on the stage. We have formed little acquaintances with the great body of representative Britons, who are the middle class. Our soldiers are now getting to know them and to like them. They are also learning the sterling good qualities of the aristocracy in general at one extreme and of the working people in general at the other extreme of the social scale, and that the stage lord and stage workingman are freaks or caricatures.

American soldiers, on the other hand, are opening the eyes of the Britons to the true character of the average American. Having been convinced that the American does not worship Mammon alone but is so devoted to a high ideal as to leave all and fight for it, the Briton begins to find other good qualities. He discovered that the American is not a braggart know-it-all, but is ready to learn humbly from those who have been playing the deadly game of war for four years. The American he has seen has been generally the purse-proud, ill-bred millionaire ostentatiously spending his millions in Europe or the adventurer and swindler, or he has been the cowboy, miner or bad man of Bret Harte, the movies and the best seller novels. Now the Briton gets acquainted with the real, average American, who talks 20th century slang and does not say: "I guess" and "calc'late," who has been to college though he may be only a private, whose English and manners are as correct as those of any well-bred Englishman. The boosting of his town is found to be the natural loyalty of a man to the place which he has chosen for his home and which he helps to build up, an attitude which cannot be expected of an Englishman who lives in a place simply because his father and grandfather lived there and because he has had no particular reason to move.

The two nations are really getting acquainted under circumstances which tend to mutual liking. Old causes of quarrel cannot endure after an American hears an Englishman ascribe the revolution to the fact that King George III was a pig-headed German fool, and the old political game of "twisting the British lion's tail" is never likely to be revived. The American will realize that he has been deceived by insidious German propaganda, deliberately planned to promote ill-will between two nations which Germany desired to keep apart until she got ready to destroy them in succession. Both nations will hold that by provoking America to war in alliance with Great Britain, the Kaiser has unintentionally brought them together in so complete an understanding that a quarrel will forever after be impossible.—Portland Oregonian.

## Save Our Bean Seed

"Bean growers in Oregon should plan to save their own seed," says H. P. Barss, plant pathologist at O. A. C. "Beans, very generally, appear to be affected this season by a disease whose cause is obscure, called Bean Mosaic, which has a tendency to materially reduce the yield.

"As it is likely that this is a seed borne disease and there is no certainty that seed growers will sell selected seed, each grower should pick out a plot in his field and pull out all affected plants, leaving only the healthy ones to mature for seed purposes."

A description of the disease and of methods of selecting the plants for seed can be obtained by writing to Professor Barss.

We deliver ice cream to any part of the city. Tell it to phone 632. Office Shearer. 26-tf

## Good Men at Head of the County Fair

(Continued from Page One)

Working in harmony with this idea, Mrs. Hattie Vail of Manning, manager of the woman's department, has arranged all the premium list awards in cookery to favor the saving of wheat and sugar and all home made candies exhibited must be made largely without sugar.

Fancy work exhibits are discouraged and prizes are offered for Red Cross work and other wartime necessities, rather than for the time-killing accomplishment of other days.

The fair will be educational and practical while the plans for the entertainment features will be in harmony with the spirit of the times.

Tickets have been placed on sale in several localities already and within the next few days may be had in practically every part of the county. Guarantee family tickets, admitting holder and family to the grounds at all times during the fair are being sold for \$1.00. The purchaser of this ticket becomes also a promoter of the fair in that the sale of 2,000 of these tickets in advance of the opening of the fair comprises the plan for financing the exhibition.

The list of managers for the various departments includes some of the foremost men and women in their respective lines in Washington county, many of them of state and even national prominence. Livestock will be managed by A. E. Wescott, president of the fair and one of the foremost and most progressive dairymen in the county. Agriculture is in the hands of H. T. Buxton and this alone assures a premier exhibit. Horticulture will be presided over by M. McDonald of Orengo and Oregon has no better nor more widely respected authority on commercial fruits than he. The success of the exhibit of fruits, nuts, berries and grapes was fully assured when Mr. McDonald consented to take charge of it and his plans a ready give promise of that characteristic energy with which he does things. A more detailed announcement of the original and remarkable plan which he is preparing for this exhibit will be made in the near future.

Plans are under way to secure a number of attractions of more than ordinary value and each week announcements of the progress of the fair will be made.

## Hesseltine Making Good

The following, from Sunday's Oregon Journal, would indicate that Roy Hesseltine, who went to Vancouver, Wash., about a year ago, is making good in the banking business:

"The Vancouver National bank has secured a large portion of the adjoining building, recently vacated by the American Express company.

"Roy Hesseltine, president of the bank, said that, since the bank was taken over by the new management over a year ago, its business has practically doubled.

"Since coming to this city Mr. Hesseltine and his family have been residing in the residence formerly occupied by Mr. and Mrs. E. G. Crawford at 414 West Twelfth street. Recently Mr. Hesseltine purchased property at Eighteenth and Main streets, where a large modern bungalow, to cost about \$7,500, is now under construction."

## Apply Poison Spray

Corvallis, August 7.—The new generation of the codling moth is due soon and the poison spray application to apples and pears for the control of the worm should be applied throughout western Oregon immediately for the best results. The worms are unusually abundant this year and great care should be taken to make this application thorough, points out A. L. Lovett, entomologist in the Oregon Agricultural College.

Remember, friends, you must pay in advance to get the Express at one dollar per year. The regular price is \$1.50. We pay you 50c to collect from yourself.

# The Chevrolet

## The Economy of a Light-Weight Car

"Light weight in an automobile means more than it ever did before," says Joe A. Wiles, local dealer in Chevrolet automobiles.

"Less weight in a car means less expense for gasoline, less expense for oil and less expense for tires. It means longer service for less cost—the very thing that is eagerly sought by every motorist. The man who drives a light car isn't carrying around a lot of excess weight, which he cannot utilize, but must pay for dearly in extra fuel and tire-wear.

"The light car not only costs much less to operate, but is easier to drive, especially in congested traffic. For long-distance driving, it is far more dependable. It can travel with ease over rough roads and get in and out of places where the heavy car, handicapped with its own weight, could never negotiate.

"But, in spite of the many advantages of the light-weight car which anyone can easily understand, if they give the subject a moment's thought, there are many laboring under the delusion that a light car lacks strength. This is not so. If built right, the light-weight car is just as staunch and sturdy as the heavy-weight car. As a rule, it also possesses longer life and depreciates less in value from year to year—all because there is less weight, which means less strain, less wear and tear.

"Anyone skeptical on this point should inspect the Chevrolet "Four-Ninety" touring car. Here is a car weighing less than two thousand pounds, yet possessing ample strength for all uses to which it could possibly be put and power enough for all occasions. Because of its light weight and famous valve-in-head motor, twenty-five miles on a gallon of gasoline is a common performance for this car. And a set of tires on a "Four-Ninety" will give exceptionally high mileage."

## Joe A. Wiles

Distributor for Washington and Columbia Counties  
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People who purchase their monuments of Lewis & Co., Hillsboro, save the commission usually paid to agents, as this firm deals directly with the customers. All monuments guaranteed satisfactory. 30-tf

Chas. VanDoren and family and George Ortman and family Sunday took an auto trip to Bonneville and inspected the fish hatchery, which they pronounce worth going to see. 50

Order your winter's supply of coal now of the Forest Grove Planing Mill; phone 0232. 30-tf

George G. Hancock, real estate, farm loans and fire insurance, new Anderson block. 50

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