

WILL CELEBRATE LINCOLN ANNIVERSARY

Lincoln's birthday, February 12, be observed by Shiloh Post No. 77, Department of Oregon G. A. R., and Shiloh Relief Corps No. 28. Exercises will be held at the Methodist church, beginning promptly at 2 p. m., consisting of music and recitation of Lincoln's Gettysburg address. Rev. Gibson, pastor of the Methodist church, will deliver an address. The public are invited. By Order of Committee.

FROM OUR EXCHANGES

Why shouldn't it be the best kind of sense at this stage of the game for the country to unite on a business man like Herbert Hoover for president to get the country back on a re-construction basis and reduce the cost of living? Where is the sense of quarrelling between two nominal political parties who have lost all past issues in the overwhelming issue of restoring the country to reasonable prices and peaceable conditions? A man who doesn't seek the presidency, yet is well qualified as demonstrated by past official acts, is a good man to center on for the job, and the country seems to be turning in that direction.—Telephone Register.

By order of Justice of the Peace Rogers, Sheriff W. G. Henderson dispensed into a city sewer Tuesday afternoon an accumulation of "booze" wrested from bootleggers during the past six or eight months. Sheriff Henderson, armed with a corkscrew, uncorked the bottled whiskey and liquors of similar odor and let the contents of the bottles trickle and gurgle into the sewer. Jerome Derby, janitor at the court house assisted the sheriff in lugging the suit cases, trunks and other liquor containers that had been housed in the corridors of the county jail. Local newspaper men were invited to witness the informal ceremony of releasing John Barleycorn's inebriating fluid into the craving aperture of a city sewer, similar exhilarating liquid which years ago they had seen descend quietly into the throats of men who were wont to say, "Here's to you" as they rested their feet on the shining brass foot railing of highly polished bars.—News Reporter.

The eleven road bills vetoed by the governor were merely to place these highways on the map for the consideration of the Highway Commission. Those who desired this to be done thought they were entitled to as much consideration as other sections of the state, especially so when many more millions are to be expended upon roads. As for the Woodburn-Newberg road, a distance of about nineteen miles, this differed considerably from the other propositions on account of being backed by \$130,000 of Marion county money and Governor Olcott displayed poor judgment in vetoing this bill. Approval would have brought a realization comparatively soon of this paved highway connecting the two principal highways between Portland and Salem. As it now stands, the road will be paved, but not for a few years. The governor's inexcusable veto merely blocks early progress on this road. Marion county with its three paving plants will only accomplish a small part of a mapped-out program during the next two or three years.—Woodburn Independent.

There is sound sense in the suggestion made at a meeting of the Hillsboro Club last week that the club undertake the matter of enforcement of highway laws and thus make the state highway safe for travel. When the number of vehicles which travel the highway is considered it will be seen that the necessary policing is practically impossible and violations of law can only be handled when a number of men who drive the road constantly agree to report and prosecute. One common cause of complaint is the road hog who drives at top speed and does not give right of way and forces the cars he meets to leave the pavement or take the chance of being hit. An advocate of the policing plan has suggested that the members might even go further and provide an indemnifying fund and agree when meeting one of these hogs to give him his half of the road and if he attempted to take more to allow him to hit their car. The fund would pay for the damage if it could not be collected from the offender, and the latter would be brought to a stop, which would permit securing his number—something almost impossible when the victim has his hands full keeping out of the way.—Hillsboro Independent.

Subscribe now for the News-Graphic.

ROUMANIA RECEIVES AMERICAN TRACTORS AND AUTOS

According to a recent report from the American Trade Agent at Bucharest, Roumania, received by the Ford Motor Company's foreign department, New York City, a consignment of 200 Ford motor cars and 180 Fordson tractors was among "the first since the end of the war, and may be considered as one of the most important," because of the part they will play in the reconstruction of battle-scarred, hungry Roumania.

Speaking of the arrival of the tractors, the report said: "The 'Fordson' Autotractor, though completely unknown in Roumania, obtained a very large success at its first demonstrations which were followed with the greatest interest by a large number of farmers, on account of its remarkable qualities and of the services it can do in this country where the work-animals have been destroyed by the enemy invasion during the war."

"More than three-quarters of the stock arrived has already been sold and is employed all over the country to the delight of the Roumanian farmers who are seeing here a great future for the autotractor."

Reporting on the sale of the motor cars, the trade agent says: "The 'Ford' automobiles were sold immediately on their arrival and the Noel Company is waiting very anxiously a second consignment of 120 machines which have been ordered at the 'Ford' manufactory and which, for the greatest part, are already reserved by their customers."

Shipments of agricultural machinery from the Oliver Chilled Plow Works, American Seeding Machine Company and the Robert Leam Manufacturing Company to be used in connection with the Fordson tractor has also been received in Bucharest.

THE RIGHT WAY

By Dr. Frank Crane.

Schenectady, December 17—Five hundred men who could neither speak nor read English were guests tonight at a dinner given by the General Electric Company as the beginning of a campaign of Americanization of its foreign-born employees. Dinner was served in the works restaurant. The message of the company was read in different languages, intelligible to those present. Benefits to be derived by becoming full-fledged Americans were emphasized.

This paragraph I clipped out of a newspaper.

It illustrates the right way to go about the business of combating unrest.

It shows the right way to defeat the bolshevist propaganda.

It is a concrete example which the business men of America ought to follow.

The idea of arresting and jailing and beating up the reds, of hanging the I. W. W., of using force to suppress opinion, even the rottenest opinion, is utterly wrong.

Every time you employ force to silence a talker you simply emphasize and multiply the mischief of his talk.

As Dr. Butler says, the only way to destroy a dangerous idea is to supply a safe one.

A campaign was recently started with headquarters in New York to make an intensive drive against unjustified strikes and the whole radical propaganda. John H. Van Deventer, secretary of the Army Ordnance Association, and former editor of the American Machinist, is its head. The plan is to issue printed matter and to hold meetings all over the country to spread the gospel of straight thinking and constructive Americanism.

Let the good work go on!

L. E. Pierson, of the Irving National Bank, recently urged a campaign of education "to check subversive propaganda of bolshevik agitators." To help along the educational movement, he declared, "is the steady, every day job of every American, whatever his place, however narrow his sphere of influence."

This is the right way.

And to do the right thing in the wrong way is often as disastrous as to do the wrong thing.

Meet fact with fact, argument with argument, appeal with appeal. What have we to fear?

Any speaker that can not convince an average audience of the superiority of Americanism and democracy over any of the theories that have worked only wretchedness and ruin wherever they have been tried is a poor stick.

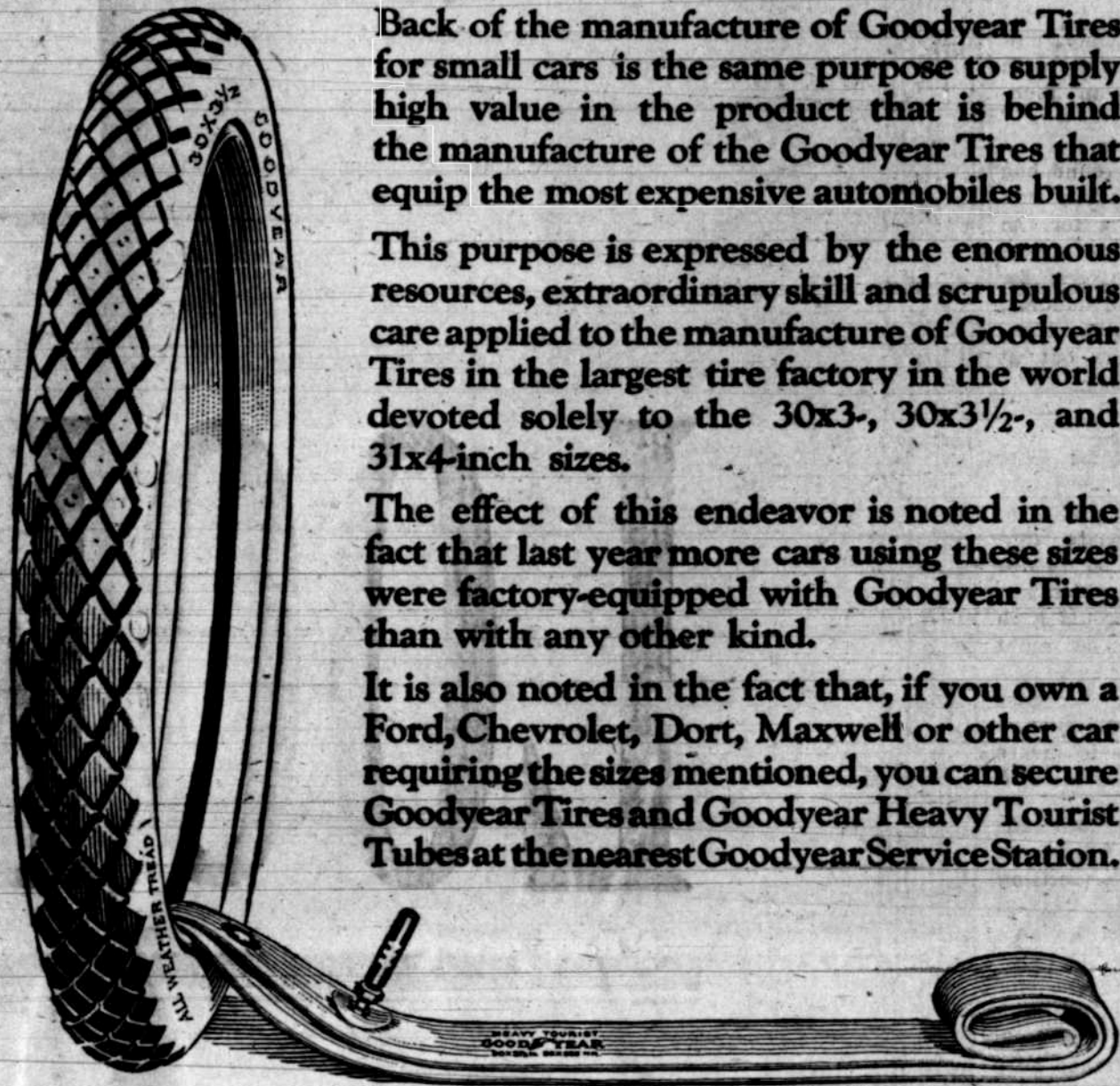
Shall the fine product of America fear to compete with the sweepings of Europe? (Copyright, 1919.)

To remove wagon or automobile grease from cloth, rub with lard or unsalted butter, then after 15 minutes wash out thoroughly with hot water and soap.

THE BEST TIME TO THINK ABOUT
Fire Insurance
Is Before a
Loss From **FIRE**
Churchill & Tyndall
FIRE INSURANCE AGENTS 708 FIRST STREET

White Front Paint Shop
V. Van Pelt, Manager
Painting, Paper Hanging and Decorating
CALSO MINING FURNITURE REPAIRING
Old Griffith Bldg., Corner 2nd and Dayton
18 Phone Black 204

Big Value in Tires for Small Cars



Back of the manufacture of Goodyear Tires for small cars is the same purpose to supply high value in the product that is behind the manufacture of the Goodyear Tires that equip the most expensive automobiles built.

This purpose is expressed by the enormous resources, extraordinary skill and scrupulous care applied to the manufacture of Goodyear Tires in the largest tire factory in the world devoted solely to the 30x3-, 30x3 1/2-, and 31x4-inch sizes.

The effect of this endeavor is noted in the fact that last year more cars using these sizes were factory-equipped with Goodyear Tires than with any other kind.

It is also noted in the fact that, if you own a Ford, Chevrolet, Dort, Maxwell or other car requiring the sizes mentioned, you can secure Goodyear Tires and Goodyear Heavy Tourist Tubes at the nearest Goodyear Service Station.

30x 3 1/2 Goodyear Double-Cure Fabric, All-Weather Tread... \$20.00
30x 3 1/2 Goodyear Single-Cure Fabric, Anti-Skid Tread... \$17.65

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. 30x 3 1/2 size in water-proof bag... \$3.90

GOODYEAR



The Fire Bureau of the City of Portland is using Six Gary Trucks

Contractors, lumbermen, timbermen, merchants, cattlemen, ware housemen and farmers are using GARY TRUCKS. We can make immediate delivery. If interested and wanting to go on road construction, place your order with us for spring delivery. And pay for your truck in one season's work. We also have other good trucks on hand. Get a GARY for EFFICIENCY and ECONOMY. The Gary has one full year factory guarantee. We have some good territory open for dealers and distributors.

One to Five Ton Capacities

GARY COAST AGENCY INC., 71 BROADWAY, PORTLAND, OREGON

Phone Bdwy. 2162