

Cloverdale Courier

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Frank Taylor, Editor and Publisher.

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FRIDAY, FEBRUARY 26, 1915

The suggestion that the United States furnish a warship to convoy freight ships through the war zone waters across the Atlantic will not find any seconders in the United States. It is not the duty of Uncle Sam to convoy ships through neutral waters, but it is the duty of the belligerents to see that they get safe passage. If the United States should send a battleship to Europe it would mean some incident would happen that would drag the United States into war forthwith. Sinking a battleship with a mine or torpedo would meet with quick resentment. And, would it not also be possible for one of our battleships to be blown up at a time and place where it would be difficult to determine who did the deed, and, again, would it not be possible for one nation to destroy one of our ships at a time and place when the blame would be laid to the door of another and the United States forced into war with a nation entirely blameless. Either of the two great nations in this conflict, Germany or England, would like the help of Uncle Sam.

Fitzgerald, noted as the promoter of the Portland-West Coast railroad, is still alive. Once in a while he used to amble Tillamook county and persuade the people into believing that he might induce the big interests into financing a railroad to the beach from the valley. For the past year and a half his efforts have been dormant and people around here have forgotten him entirely. One thing we can say for Mr. Fitzgerald, even if he did not build us a railroad, he met all his financial obligations, and we are nothing out, if the air castle we built has fallen about our feet. Had it not been for the fact that he visited Toledo recently and asked the council of that city for an extension of time

on his franchise to at least one year after the European war closes, we would have considered him in fields far off. The council, it is said, is considering the proposition, not seriously, however. As the Lloyds have raised the percentage of their bet on whether the United States will, within the next six months, get mixed up in the war, from 5 to 30 cents, we believe the Toledo council will have plenty of time to consider.

READY FOR BUSINESS.

Now that the legislature has passed a bill making it legal for two or more counties to unite in one road district we expect to see some good work done on the Tillamook-Polk-Yamhill road. This road has been much talked of for many years but nothing has been done. The next move will be for these three counties to assemble in one body and designate the territory into a road district and appropriate money for the construction of the road. A half a mile of road will be built in Tillamook county in addition to this road connecting with the Little Nestucca road. This is a splendid move in the right direction.

Some time ago the Oregonian published a lengthy article relative to the benefits of this road to the tourists and we reprint the following:

"Heretofore it has required about seven hours to make the run to Tillamook and then there was not much comfort in the junket, but after the road survey is changed to avoid several high grades and approximately \$110,000 is spent by the counties included in the 90-mile stretch from Portland to the beach shore, in conjunction with aid from the state, the time of transit will be cut almost in two, according to W. J. Clemens, president of the Portland Automobile club.

The road as planned will have no grade more than 5 per cent, and those interested in the movement say it will be completed by June.

The route will lead out of Portland over the Terwilliger boulevard, out the Rex-Tigardville strip, which is undergoing a \$20,000 improvement, and then through McMinnville, Sheridan and Willamina. Instead of touching Dolph and Toll Gate, as heretofore, where high grades were encountered, the survey switches off the old highway at a point 14 miles miles this side of Dolph and heads for Bear Creek in Polk county, and then follows the Nestucca river to the beach, a branch running off to Tillamook and thence to all contingent beaches.

This road will also be connected

with Astoria and the various Clatsop county beaches, so that the Portlander who loves motoring can co-ordinate his beach stay with a good motor trip."

In last week's issue of the Willamina Times occurred the following:

"Another important link in the chain of development will be the construction of a road down the Little Nestucca from Baxters to Meda. This road is not a difficult one to build so it can give an outlet to Southern Tillamook county for part of the year. By cutting down a few of the worst grades and rebuilding a couple of bridges this road will make a good summer road, but it will eventually, have to be rocked to make it permanent. This will let the people of southern Tillamook county out on a much shorter route than that now traveled and will aid greatly in the development of that section."

THE SLAB CREEK SAGE SAYS

According to statistics there are more men with blockheads than wooden legs.

The mother tongue has the father tongue beaten.

No great success was ever attained by kicking.

The average man wastes a lot of energy laughing at his own jokes.

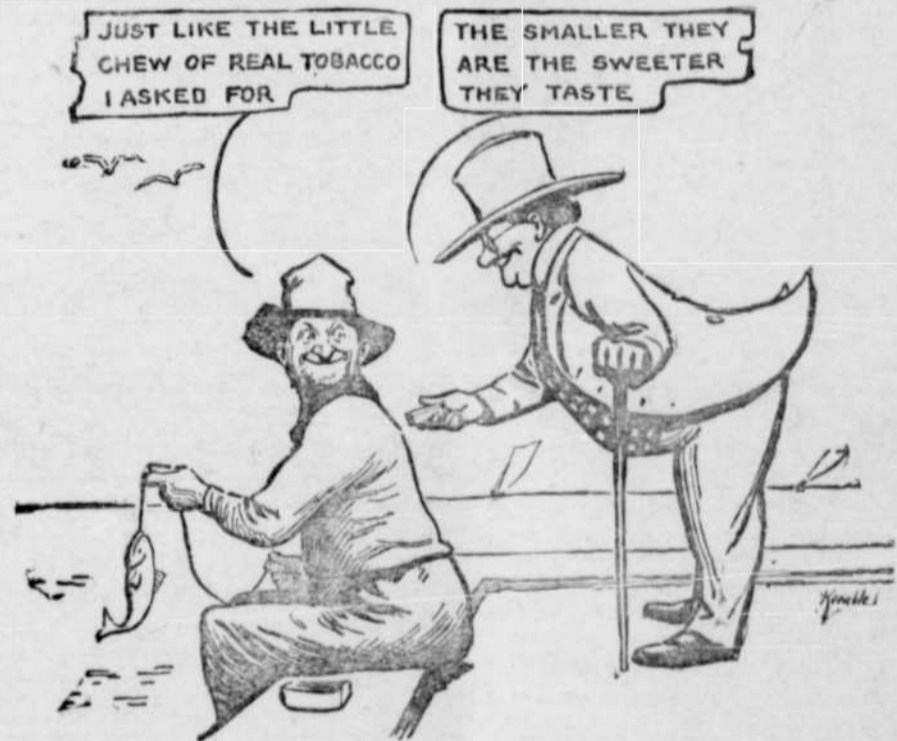
It doesn't take a woman long to get wise to a man's actions after marrying him—then she proceeds to call his bluff.

Any old thing that goes against the grain of a porcupine gets the worst of it.

No man favors expansion—of his bald spot.

Every time a man picks up a few cents' worth of experience he drops a dollar.

Cats certainly have their divinely appointed use in this world, but as vocalists they are failure!



THE GOOD JUDGE AND THE FISHERMAN'S LUCK

The new chew that everybody likes is "Right-Cut," the Real Tobacco Chew.

Tastes better, lasts longer, satisfies you better. Made of pure, rich, sappy tobacco—seasoned and sweetened just enough.



Take a very small chew—less than one-quarter the old size. It will be more satisfying than a mouthful of ordinary tobacco. Just nibble on it until you find the strength chew that suits you. Tuck it away. Then let it rest. See how easily and evenly the real tobacco taste comes, how it satisfies without grinding, how much less you have to spit, how few chews you take to be tobacco satisfied. That's why it is *The Real Tobacco Chew*. That's why it costs less in the end.

It is a ready chew, cut fine and short shred so that you won't have to grind on it with your teeth. Grinding on ordinary candied tobacco makes you spit too much.

The taste of pure, rich tobacco does not need to be covered up with molasses and licorice. Notice how the salt brings out the rich tobacco taste in "Right-Cut."

One small chew takes the place of two big chews of the old kind.

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