

Editorial Snap Shots.

Why not start war on pig tail eggs?
The fight started at Blaine last week. The German lost out.
Emperor William is the autocrat with the big stick who started the dogs of war.

If Emperor William would not recognize the neutrality of Belgium, he would not recognize the Monroe doctrine if he had trouble in South America.

The war in Europe will cause some stagnation in the United States in several lines of industry. For instance in lumber and fish, which are being shipped to Europe in large quantities.

The snap shot man remembers the Franco-German war and the slogan of the Frenchman was "On to Berlin!" In a few months the Germans were in Paris, and the Emperor of France was a prisoner of war. Such are the uncertainties of war.

This is going it some in a few days: Austria declares war against Serbia. Germany declared war against Russia.

Germany declared war against France. Germany declared war against Belgium. Germany declared war against England.

Germany sent Italy ultimatum, and threatened to declare war on that country if the latter did not join her in the fight.

The crowned heads of Europe are responsible for starting the most horrible war in the history of the world. Emperor William blames Emperor Nicholas and Nicholas blames William. It is to be hoped that after the war is over that these autocratic rulers will lose their power, for, as we view the situation it was rank foolishness to plunge Europe into such a deplorable condition. We belong to those who hold the opinion that those who make wars should fight it out between themselves. It may be however, that anarchy has impregnated itself into the people of Russia, Austria and Germany, that the crowned heads had to do something to prevent the spread of it.

It is fortunate that the vast majority of publishers and the people of the United States generally do not share the view of Vice President Marshall, who has just told the editors of Virginia that "there is no free press, no public opinion and no free speech any longer in America." This we consider a very gloomy view of the situation. In isolated instances it may be true that papers are dominated by their advertisers, as Mr. Marshall suggests, but we are thankful to say that the rank and file of publishers, particularly in the country sections, say what they want when they want to. And why is the vice president of the United States sad because publishers are today selling their space instead of giving it away to a lot of grafters who think they have a mission?

The Southern Pacific Co. has compiled some useful information in regard to people taking proper precautions in approaching railroad crossings. It is a well known fact that people as a rule do not look after their own safety as much as they should, especially those who drive

autos when approaching the railroad crossings. Following makes interesting reading.

"Pacific Coast pedestrians, automobile drivers and team drivers exercise more care this year in approaching railroad grade crossings than they did in 1913, though there is still plenty of room for improvement. The fact is shown in figures gathered by the Southern Pacific Company in connection with its campaign for the conservation of human life and the prevention of accident.

"The company has made every effort to educate careless pedestrians and vehicle drivers as to the danger of approaching railroad tracks with out first ascertaining the safety of crossing. In this connection, observation tests were made in widely separated localities in August, September and October, 1913. Of the 17,021 motor vehicles observed, the drivers of 11,836, or 69 1/2 percent, looked neither to the right or left before crossing the tracks; 27 percent looked one way only; and but 27.8 percent looked in both directions. The astonishing number of 3,301, or 19.3 percent of the total number of drivers observed, ran over the crossings at a reckless rate of speed, and only 35 drivers stopped their machines before crossing the tracks to see that there was no train approaching.

"Of the 4,889 drivers of teams, 39.4 percent looked in neither direction; 8.6 percent looked only one way; and 52 percent looked in both directions. Of 6,301 pedestrians, 3,082, or 49.1 percent, looked in both directions; 15 percent in one direction only; and 35.9 percent in both directions.

"Of the total number of 28,211 drivers and pedestrians checked, 16,844, or 59.8 percent looked neither way before passing over the crossing; 6.3 looked one way; and only 33.8 percent looked in both directions.

"To find out just what effect its safety first campaign is having, the Southern Pacific in June in this year made similar observations, at the same crossings where checks were made last year, and also at additional crossings. The comparative statement of the result of the two checks shows the following encouraging results:

"Twenty-three percent more drivers of automobiles are looking in both directions before crossing railroad tracks than did last year, and twelve per cent are now looking one way.

"The number of drivers of teams looking both ways shows no improvement, both years being 52 percent; but 6 percent more are looking one way than did last year. Pedestrians show an increase of 29 percent looking in both directions, but 5 percent less looking one way, indicating a new improvement of 24 percent.

"Taking automobile and team drivers and pedestrians together, the improvement of 26 per cent more looking both ways, and 6 percent looking one way is shown.

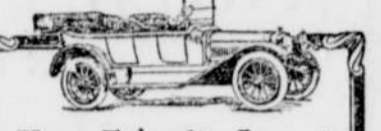
"The Southern Pacific's chief suggestion to those crossing railroad tracks is to stop, look and listen before crossing. Were every one to do this, company officials say, practically every crossing accident would be prevented."

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- The above, together with the members of the Fair Board and County Expert Jones, are at your service.
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Haltom's.

Down With the Dairymen.

(Oregonian.)

Likely enough, the Oregon farmer and dairymen, who has been face to face with the disturbances and demoralization of his own market through free trade in foreign butter, will appreciate the following copious extract from a recent speech in Congress by Representative Hamilton, of Michigan:

In a speech recently made at Bingham, Me., ex-Governor Fernald, of Maine, speaking from an intimate knowledge of conditions, declared that Maine dairy farmers are losing \$7000 a day.

Governor Fernald owns a creamery, and in March 1913, he was paying farmers 33 cents a pound for butterfat, but in March 1914, under the new tariff law, the price of butterfat was forced down by Canadian competition to 21 cents a pound, and the farmer stands the loss.

Governor Fernald told his audience that in one day he counted 29 carloads of Canadian hay at Danville, on their way to Boston, and ever since the new tariff law was passed the Maine farmer has been receiving \$2.50 less a ton for hay than theretofore, and the importer takes the profit and the farmer and the Treasury stands the loss.

The Michigan Manufacture and Financial Record says: "Michigan farmers are up in arms over the injury done the dairy interests by the new tariff law. The bottom has dropped out of the market for dairy products and prices have lowered about one-third in the last three months.

"Cream, or butterfat, has dropped from 32 to 22 cents; milk from \$1.90 to \$2 per hundred to \$1.35 delivered at the factories at Oby and Bad Axe.

"One farmer stated that his milk checks for March were \$30 less for the same quantity than for February."

Significant and unanswerable. The pay check tells no lies. Here is one instance where the Democrat Administration has fulfilled its promise of reducing the cost of living. But it has at the same time woefully increased the difficulty of living.

Yet it is not strange; for nothing better should have been expected of a tariff which enriches the importer and the middleman and impoverishes the producer, without helping the consumer.

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