

State Press Flashlights.

Funny thing about Portland when a public question bobs up. There is no middle ground. One side or the other is absolutely right or wrong, and those in the wrong are a hopeless lot of ninnies.—Hillsboro Independent.

Every school boy knows that a kite would not fly unless it had a string tying it down. It is just so in life. The man who is tied down by half a dozen responsibilities and their mother will make a higher and stronger fight than the bachelor, who, having nothing to keep him steady, is always floundering in the mud. If you want to ascend in the world, tie your self to somebody.—Itemizer.

State-wide prohibition is not going to make all brewery equipment in Oregon entirely useless. The Northwest Fruit Produce company has been incorporated at Salem and will take over the buildings of the present Salem Brewery Association for the manufacture of loganberry juice and for the canning and preserving of fruits of all kinds. The new company is capitalized at \$75,000.—Sheridan Sun.

Chapman's Oregon Voter gently reminds business men that if they find themselves in a hole now because of one-sided and impractical legislation it is because they have been too busy with their own business to take a hand in public business, while the well-meaning but impractical man and the visionary not having business of their own have been somewhat busy with public business. To all of which a large assemblage will sorrowfully agree.—Hillsboro Independent.

German diplomacy utterly misjudged British government action, backed by British public opinion, not believing that England would join the allies, until it was too late. It misjudged Italian governmental action, forced by Italian public opinion. It seems now about to misjudge American public opinion. Let us hope the special emissary of the German embassy, who started for Berlin, will be able to guide German diplomacy along right lines in the controversy with us. A failure to properly gauge American action will be ever more fatal than to Germany the two previous blunders.—News Times.

Vital statistics show that the death rate among middle aged men is increasing. This is attributed largely to the indolent method of modern business men relative to their health. Man is a physical being and his health and physical power is conditioned on use; if he fails to use his power it is gradually taken away from him by the inexorable law of nature, and premature decline and death are the result. Get out into the open, walk, ride, make garden, go fishing—anything as long as you get the physical exercise your health demands. We must learn not to sacrifice all our physical powers to the mental or we shall soon find ourselves bankrupt both physically and mentally.—Williamina Times.

The latest fad in society is the tub cure. In this the patient arises just as the crisp air of the morning is mellowed by the first sunbeam. An ordinary wash tub is then filled with hot water and soap suds, into which various articles of linen are thrown. After they are thoroughly saturated the patient takes them up one at a time and rubs them briskly up and down on a washboard placed in the tub. This is kept up until the hands, arms and face are a glowing pink. The patient then goes into the open air and hangs all the linen articles on a line stretched for that purpose. The one completing the task first announces the time to the others over the telephone, and is entitled to a prize. It is exciting sport and invigorating exercise.—Lone Journal.

A federal statute went into effect June 3, requiring all persons checking trunks or other baggage at railroad stations in the United States to declare the value of their contents. In the past, the railroads have carried trunks and other baggage to 150 pounds free, assuming a liability in case of loss up to \$100. The railroads and other common carriers hold it impossible to assume unlimited liability, to which they might be held under the provisions of the new statute, but they will assure the owner of baggage for all value declared beyond \$100 on basis of 10 cents for every additional \$100. Railroad managers are just now engaged in an effort so to simplify the details that the enforcement of the law will not cause unnecessary delay or annoyance to patrons. On the face of things, it looks as if both railroads and passengers would have a larger measure of reasonable protection under the new system.—Telephone Register.

Among the Oregon farmers a new slogan is doing effective service, "Co-operation." The idea of co-operative business is talked about by organizers of farmers' societies, and their hearers are taking notes of what is being said and done. Just how well the system will work out is not to be decided off-hand. One of the most successful examples of co-operative business is that of the town of Milton, Wisconsin, where the co-operative creamery last year made 420,000 pounds of butter, with an over-run of 20.37 per cent. The average price received for butter was about 30 cents per pound, and the cost of making 1.78 cents, while the patrons received a little over 34 cents per pound for butter fat. Milton also has a co-operative laundry, using the old creamery building, the charges being five cents per pound for "rough-dry" and the usual price for finished work. There is also a co-operative telephone company with 300 phones and free connections with three other companies; a co-operative store doing an annual business of \$30,000, while stock is shipped

co-operatively to the stockyards.—News Reporter.

Operating an Automobile.

What is the cost of running an automobile? Such a question has been asked numerous times and the answers are varied.

The expense has been averaged very close around 10 and 12 cents a mile.

Now, the Pacific Homestead would like to have everyone of its subscribers who owns an automobile to give his experience along this line; and also give the original cost of the car, period of usefulness, how it helped as a time saver, etc. Let's have a large number of articles on this subject.

The automobile is very popular as a means of quick transportation to and from the city no matter whether its occupants are on business bent or going for amusement; it is useful in this respect to the farmer, the livestock breeder, the poultry raiser, the fruitgrower, and any other person engaged in the varied agricultural industries.

Here is a clipping from an article in one of the beekeepers' journals in which the writer tells of his views regarding the usefulness of the automobile: Twelve and a half or even to cents a mile may look appalling to the average beekeeper, simply because he has never figured the cost of keeping a horse. Even if it were true that the mileage cost of traveling or hauling by auto truck exceeded many times that of doing the same work with the horse power, it does not necessarily prove that the horse is the more economical means of transportation for the beekeeper. Time is money, and no one will deny the fact that the auto saves time. Mr. C— was able to save at least three hours a trip in hauling his fruit to market. If we value his time at 25 cents an hour (and if he is much of a farmer he will be insulted at such a low valuation) he saved 75 cents' worth of time a trip—enough to pay operating expenses and repairs.—Pacific Homestead.

Notice of Intention to Improve Certain Streets in Tillamook City Oregon

Notice is hereby given, to all whom it may concern, that the Common Council of Tillamook City, Oregon, deems it expedient to improve certain streets in Tillamook City, Oregon, and to that end said Common Council did on the 26th day of May, 1915 at a special session called by the Mayor for that particular purpose, adopt a Resolution and Notice setting forth therein the streets that said city proposes to improve, and also the kind and manner of improvements that said City proposes to make, the estimated cost thereof and defining the boundaries of the assessment district to be benefited thereby and assessed therefor, which said resolution and Notice and the whole thereof, is in words, letters and figures as follows, to-wit:

Resolution and Notice of Intention to Improve Certain Streets in Tillamook City, Oregon

Be it resolved, that the Common Council of Tillamook City, Oregon deems it expedient, and hereby declares its intention to improve the following streets in said city, to-wit:

Fifth Street from the East line of Second Avenue East, East to the center of Sixth Avenue East, and Third Avenue East, from the South line of Fourth Street to the North line of Fifth Street, in the following manner:

- By establishing the grades of said streets;
By grading said streets to proper sub-grade;
By rolling the roadway thereof;
By laying on said streets a concrete roadway 34 feet in width, 4 inches in thickness at the sides and 5 1/2 inches in thickness in the center. Together with a standard sheet asphalt wearing surface 1 1/2 inches in thickness.
By constructing along each side of said roadway a combination concrete curb and gutter;
By building concrete catch basins and laying drain pipe, together with inlets and making provisions for the necessary surface drainage of said streets, with all of the appurtenances thereto, and
By laying and constructing concrete headers with sheet asphalt wearing surface.

All of said improvements to be made in accordance with the charter, resolutions and ordinances of Tillamook City, Oregon, and in accordance with the plans, specifications and estimates of work therefor, and and probable cost thereof, made and prepared by the City Engineer of Tillamook City, Oregon, and filed in the office of the Recorder of said Tillamook City, Oregon, on May 26, 1915, and all of said improvements to be made at the expense of the property, and all thereof adjacent thereto and especially benefited by said improvements and within the limits of the assessment district established and defined by this ordinance.

Be it further resolved, that the plans, specifications and estimates for the proposed improvements so made and prepared by City Engineer and filed as aforesaid (the estimate of the probable total cost of said improvements as made and prepared by the City Engineer being the sum of \$10,369.82) be and the same are hereby approved.

That the boundaries of the assessment district to be benefited by said improvements and assessed therefor be, and the same is hereby established as follows: Beginning at the intersection of the center of the West line of Block 7 of Thayer's Addition to Tillamook (now Tillamook City) with the East line of Second Avenue East, and running thence East to the center of the North Block 7; thence North to the East line of said Block 7; said Block 7, along the North line of said Addition, to and of Block 8 in said Addition, to and of the center of the North line of said Block 8; thence South to the center of said Block 8; thence East along the center line of blocks 8, 18, and 35; of

Thayer's Addition to Tillamook City to the East line of said Block 35; thence South to the center line of Block 36 in Thayer's Addition; thence West, following the center line of Block 36, 19, 10 and 9 in Thayer's various Additions to Tillamook City, Oregon, to the East line of Second Avenue East; thence North along the East line to the place of beginning.

That the said assessment district shall be and is hereby designated as "Local Improvement District No. 1," the property, and all thereof included within said Local Improvement District No. 1, is the following: In Thayer's Addition to Tillamook City, Oregon, the following:

Lots 2, 3, and 4, in Block 7; Lots 1, 2, 5, 6, 7 and 8 in Block 3; Lots 1 and 2 in Block 9; Lots 1, 2, 3, and 4, in Block 10; Lots 5, 6, 7, and 8 in Block 18; Lots 1, 2, 3, and 4 in Block 19; Lots 5, 6, 7, and 8, in Block 35, and Lots 1, 2, 3, and 4, in Block 36.

Be it further resolved, that the City Recorder be, and he is hereby instructed to cause this Resolution and Notice to be published for three consecutive publications in the City official newspaper, and that the City Engineer be, and he is hereby directed to cause to be conspicuously posted at each end of the line of the contemplated improvements a copy of this Resolution and Notice within 3 days from date of the first publication of such notice. The said published Resolution and Notice, and the posted Resolution and Notice, to also contain all of the matters with reference to said proposed improvements that are required by the charter and ordinances, and resolutions of Tillamook City, Oregon, and all persons concerned are notified to govern themselves accordingly.

All persons concerned are hereby notified that the first publication of this notice is made the 28th day of May, 1915, and that objections and remonstrances to said proposed improvements may be filed with the City Recorder of Tillamook City, Oregon, within 20 days from the said date of the first publication.

This notice is given by the undersigned as the Recorder of Tillamook City, Oregon, by order of the Common Council of said Tillamook City, Oregon, as set forth in said Resolution and Notice.

Witness my hand and official seal this 28 day of May, 1915, John Aschim, As City Recorder of Tillamook City, Oregon.

Notice of Intention to Improve Certain Streets in Tillamook City Oregon

Notice is hereby given, to all whom it may concern, that the Common Council of Tillamook City, Oregon, deems it expedient to improve certain streets in Tillamook City, Oregon, and to that end said Common Council did on the 27th day of May, 1915 at an adjourned session of a special meeting called by the Mayor for that particular purpose adopt a Resolution and Notice setting forth therein the streets that said city proposes to improve, and also the kind and manner of improvements that said city proposes to make, the estimated cost thereof and defining the boundaries of the assessment district to be benefited thereby and assessed therefor, which said Resolution and Notice, and the whole thereof, is in words, letters and figures as follows, to-wit: Resolution and Notice of Intention to Improve Street in Tillamook City, Oregon.

Be it resolved, that the Common Council of Tillamook City, Oregon, deems it expedient, and hereby declares its intention to improve the following street in Tillamook City, Oregon, to-wit: Fifth Street, from the center of Sixth Avenue East, Easterly and East to the East boundary of Tillamook City, in the following manner:

- By establishing the grade of said street;
By grading said street to proper sub-grade;
By rolling the roadway thereof;
By laying on said street a concrete roadway 30 feet in width, 6 inches in thickness.
By constructing along each side of said roadway a concrete curb;
By building concrete catch basins and laying drain pipe, together with inlets and making provisions for the necessary surface drainage of said street, with all of the appurtenances thereto, and
By laying and constructing concrete headers with sheet asphalt wearing surface.

And to lay and construct a sewer along said street from the flush tank near the West side of Park Street, East to a point 30 feet west of the East boundary of Tillamook City.

All of said improvement to be made in accordance with the charter, resolutions and ordinances of Tillamook City, Oregon, and in accordance with the plans, specifications and estimates of work therefor, and and probable cost thereof, made and prepared by the City Engineer, of Tillamook City, Oregon, and filed in the office of the Recorder of said Tillamook City, Oregon, on May 27, 1915, and all of said improvements to be made at the expense of the property, and all thereof adjacent thereto and especially benefited by said improvements and within the limits of the assessment district established and defined by this ordinance.

Be it further resolved that the plans, specifications and estimates for the proposed paving improvements so made and prepared by the City Engineer and filed as aforesaid (the estimate of the probable total cost being the sum of \$10,548.91) be, and the same are hereby approved. That the boundaries of the assessment district to be benefited by said paving improvements and assessed therefor be, and the same are hereby established as follows: Beginning at a point in the West boundary of Block 34 of Thayer's Addition to Tillamook City, 167 feet North of the Southwest corner of said block and running thence Southeastery in a direct line, to intersect a line 105 feet North of the

South side of said Block 34 at a point 100 feet East of the West line of said Block 34; thence East along the said line in said Block 34 and the center line of block 3 and 4 of A. A. Miller's Addition to Tillamook, and Block 4, 5 and 6 of Park Addition to Tillamook City, to the boundary line of said Tillamook City, thence South along the East boundary line of Tillamook City to the center line North and South, of Block 7, in Park Addition aforesaid; thence West along said center line through Blocks 7, 8, and 9, of said Park Addition, and Blocks 5 and 6 of A. A. Miller's Addition to Tillamook, and Block 37 of Thayer's Addition, to the West line of said Block 37; thence North to the place of beginning.

That the said assessment district shall be and is hereby designated as "Local Improvement District No. 3," and the property and all thereof included within said Local Improvement District No. 3 is the following:

In Thayer's Addition to Tillamook City, Oregon, as follows: All that part of Block 34 lying South of a line running from a point in the West line of said Block 167 feet North of the Southwest corner of said Block and thence Southeastery to intersect a line 105 feet North of the south side of said Block at a point 100 feet East of the West line of said Block, and running thence East to the East side of said Block 34, and Lots 1, 2, 3 and 4 of Block 37.

In A. A. Miller's Addition to Tillamook (now Tillamook City) Lots 12 to 22 inclusive, in Block 3; Lots 5, 6, 7, and 8 in Block 4; Lots 1 to 11 inclusive of Block 5, and lots 1, 2, 3 and 4, in Block 6.

In Park Addition to Tillamook City Lots 5, 6, 7, and 8 in Block 4; Lots 5, 6, and 7 in Block 6; Lots 2, 3, and 4 in Block 7; Lots 1, 2, 3 and 4 in Block 8 and Lots 1, 2, 3, and 4 in Block 9.

Be it further resolved, that the plans, specifications and estimates for the proposed sewer so made and prepared by the City Engineer and filed as aforesaid, and the estimate of the probable total cost thereof as made and prepared by the City Engineer, being the sum of \$463.90, be and the same are hereby approved.

That the boundaries of the assessment district to be benefited by said sewer improvement and assessed therefor be, and the same are hereby established as follows:

Beginning at the center of the East line of Block 6 in Park Addition to Tillamook, and running thence South to the center of the East line of Block 7, said Park Addition; thence West along the center line of said Block and Blocks lying West thereof to the West side of Block 8 of Park Addition to Tillamook City; thence, North to the West corner of Lot 5 in Block 5 of Park Addition to Tillamook City; thence East to the place of beginning.

That the said assessment district shall be and is hereby designated as "Local Improvement District No. 4," and the property, and all thereof included within said Local Improvement District No. 4 is as follows:

In Park Addition to Tillamook City Lots 5, 6, 7, and 8 of Block 5; Lots 5, 6, and 7 of Block 6; Lots 2, 3, and 4 of Block 7 and Lots 1, 2, 3, and 4 of Block 8.

Be it further resolved, that the City Recorder be and he is hereby instructed to cause this Resolution and Notice to be published for three consecutive publications in the city official newspaper, and that the City Engineer be, and he is hereby directed to cause to be conspicuously posted at each end of the line of the contemplated improvement a copy of this Resolution and Notice, within three days of the date of the first publication of such notice. The said published Resolution and Notice, and the posted Resolution and Notice, to also contain all of the matters with reference to said proposed improvements that are required by the Charter and Ordinances, and Resolutions of Tillamook City, Oregon, and all persons concerned are notified to govern themselves accordingly.

All persons concerned are hereby further notified that the first publication of this notice is made the 28th day of May, 1915, and that objections and remonstrances to said proposed improvements may be filed with the City Recorder of Tillamook City, Oregon, within 20 days from the said date of the first publication.

This notice is given by the undersigned as the Recorder of Tillamook City, Oregon, by order of the Common Council of said Tillamook City, Oregon, as set forth in said Resolution and Notice.

Witness my hand and official seal this 28th day of May, 1915, John Aschim, As City Recorder of Tillamook City, Oregon.

Notice of Annual School Meeting.

Notice is hereby given to the legal voters of School District No. 41, of Tillamook County, State of Oregon, that the annual school meeting of said district will be held at the school house, to begin at the hour of one o'clock p.m. on the third Monday of June, being the 21st day of June, A.D. 1915.

This meeting is called for the purpose of electing one director and a clerk also for voting a tax to be used for school purposes and the transaction of business usual at such meeting.

Dated this 7th day of June, 1915, Attest Minnie B. Ely, Dist. Clerk. B. B. Dunham, Chairman Board of Directors.

It must be a cause of sincere regret in Germany that the nation possesses no man whose name carries outside its boundaries the authority which attaches to James Bryce.

Students are protesting because the University of Iowa has raised its dental school tuition fee. Why didn't the faculty work the painless extraction method on the student's pocket-books?

"John Barleycorne is a bad schaufeur," says the Philadelphia Telegraph. John Barleycorne is a better grave digger than any thing else.

YOUR FIRE INSURANCE IS SAFE WITH-THIS-AGENCY, OVER \$160,000,000.00 IN-ASSETS Represented by this Office. SAFETY SERVICE OUR-AIM SECURITY. Let Us Write Your Next Policy. ROLLIE W. WATSON. "The Insurance Man." Phone Us, Todd Hotel.

Bar View Hotel-Furnished Tents. Now Open for the Season. Under Management of DR. W. A. WISE. BAR VIEW HOTEL W. A. WISE, PROP. TENTING GROUNDS. Bar View Hotel AND FURNISH TENTS On the Beach at Bar View, Tillamook County, Oregon. Operated by W. A. WISE, 210-213 Failing Building, Portland and Bar View. Make a leader on clams, crabs and chicken dinners. We will try hard to give you sea foods to eat when you come to Bar View. Order house for those who wish to use a sleeping tent and board out. Dr. Wise will be at the Hotel from May 1st to May 15th, and will do dental work by appointments.

WOOD Let us Furnish Your Winter Wood. Special Price on Large Quantities. GOOD FIR SLAPS. A. F. COATS LUMBER CO. Tillamook, Ore.

Ford THE UNIVERSAL CAR The Ford is lighter than any other car of its size and power. Light weight means economy. Economy in gasoline consumption. Economy in tire expense. Economy in repair bills—less than two cents a mile for operation and upkeep. Yet with all its light weight the Ford is the strongest sturdiest car that is built. It is the longest lasting car. Vanadium steel is responsible for that. "Anti-fatigue" steel, scientists call it—the strongest, toughest steel put into automobile construction. Buyers will share in profits if we sell at retail 300,000 new Ford cars between August 1914 and August 1915. Runabout \$440; Touring Car \$490; Town Car \$600; Coupelet \$750; Sedan \$975, l. o. b. Detroit with all equipment. M. D. ACKLEY, Local Agent. Tillamook - - Oregon. Cotton seed olive oil may be only a matter of education as oleomargarine long since became. Those Chitagoans who got up a novel but futile plan by which nothing but beer should be sold in the saloons, might go and live in Evans-ton, where even beer has ceased to vex. This war costs \$2,000,000 a hour they say; just a trifle more than movie stars are paid. Serves a man right who bumptiously makes a resolution not to talk about the weather like other folks, that he has such difficulty keeping his resolution. That's another form of borrowing trouble.