

States Press Flashlight.

The loss of money to the farmers and traveling public because of poor road conditions would be more than sufficient to build a Pacific Highway through every county. How long will the people stand for tinkering roads, instead of building permanent ones?—News Times.

The Carnegie Hero Fund has just made awards for 52 deeds of daring, but the list does not contain the name of the man who tried to keep his factory running on full time under the Underwood Tariff Law.—Spray Courier.

The probe of the Eastland disaster has made conspicuous the glaring fault of our loose government. Incompetent officials, lack of respect for the law, its non-enforcement carelessness—all combined to make one of the worst tragedies in these days of death and destruction. The shiftlessness of the government is reflected in its agents and employes. It is too tolerant. There should be a turn.—News Reporter.

While we have the greatest respect for the various opinions of the justices of the supreme courts, from the circuit to state supreme and thence up to the national supreme tribunal, it does not always hold good that their business opinions expressed off the bench are as sound. We all of us are acquainted with judges somewhere whose unwise business opinions have wrecked many a good proposition.—Umpqua Valley News.

The protection of American industries afforded by the European war is well illustrated in the report of the Department of Labor, recently made public, on foreign food prices as affected by the war—bulletin No. 170. The report shows that administrative and legislative measures to check the rise in the cost of necessities were very generally taken. Denmark, Egypt, Great Britain, Italy, Russia, Spain, and Turkey prohibited the export of practically all food stuffs, France, Norway, and Sweden listed certain articles which must not be exported, and Holland placed an embargo on butter and cheese. The embargo placed by Great Britain on Australian exports of fresh meats to the United States destroyed the hopes of an organized attempt on the part of meat producers in that country to take advantage of the Underwood free trade provision on fresh meats. As an exporter, Germany practically ceased to exist as soon as the blockade became effective. As a prominent Western business man remarked: "The blood of Europe saved this country from another 1893."—Astorian.

The highway editor of the Evening Telegram is going to have the official Columbia highway party cutting figure eight prettily well over the whole Pacific coast portion of the state of Oregon in its trip from Portland to Gearhart on the twelfth. He says: En route the tourists will pass thru Linton, St. Helens, Banks, Vernonia, Mist, Jew, Seaside, Nehalem, Bay City, Tillamook, Rainier, Goble, Clatskanie, Westport, Astoria and Gearhart. We don't wish those autoists any hard luck in traversing that short cut from Tillamook to Rainier but we're dubious about it. Did we not know to the contrary, we would be inclined to the belief that a sudden change from grape juice to loganberry nectar has effected the writer's geographical perspective. What we can't understand is, how did it happen to miss Marshfield.—Astorian.

Why are the many country towns going backwards? During the past 10 years 650 towns in a middle western state have decreased in population. The rural districts of another have lost 180,000 people. Practically every other middle western state has suffered in the same way, and it is believed that shortly every state east of the rocky mountains will face this condition. At the same time every large city in these states has shown a remarkable growth in population. This indicates that the young people of the rural districts and small towns are dissatisfied with conditions, and gravitate at the larger towns because of the pleasures and better living conditions they hope to find there. Until we make our small towns attractive we cannot hope to hold the young people. There is another phase of this subject. When we kill the merchants we cause the town to die. The catalogue firms are raising hay-ops because the majority of the storekeepers in the smaller towns are allowing these mailorder houses to undersell them. In the recent issue of "Current Opinion" John Allen Underwood quotes the statement that "95 of every 100 storekeepers in the rural sections are ready to sell out." Issue has been taken with this statement but the percentage, whatever it may be, possesses less importance than the tendency toward discontent.

Why Farmers Need Automobiles.

"No one class of men has more real need for a car than does the farmer. To most other men it is a luxury—at least a point must be stretched to figure out how it is really and truly an investment. "The experience of a business man living some distance from his place of business will be interested here. "This car was a five-passenger touring car in the \$1500 class. It was driven an average of ten miles a day with three passengers. "This car cost \$1500, and at the end of three years sold for \$600. The depreciation amounted to more than the first cost of some five-passenger cars. The repairs were made at commercial garages. This item of expense will be reduced to almost nothing by a farmer who cares for his own car. The labor charge at the garage is more than the cost of the repair part itself, rates ranging from 50c. to \$1 an hour. I have a friend whose garage bill for the repair of his car was \$14.15. On investigation he found that the 15 cents was for a bolt and \$14 for labor! "But even at the figures shown his traveling did not cost him as much as it would have cost to travel the same number of miles by buggy or wagon. "This man traveled an average distance of ten miles a day. This required about half an hour for each of the three persons in the car. Whereas it would have required at least two hours a day to have made the same trip with a driving team. Also it costs about 6 cents a day to feed a team of horses. So that by the time you figure in the time involved, and the costs of operation, the balance is in favor of the automobile—even when the cost per mile is as high as it is in this case."

My Auto, 'Tis of Thee.

My auto, 'tis of thee, short cut to poverty—of thee I chant. I blew a pile of dough on you a year ago, and now you quite refuse to go, or won't or can't. Through town or countryside, you were my joy and pride; ah happy day. I loved thy gaudy laugh, thy nice white tires so new, but now you're down and out for true in every way. To thee, old rattlebox, came many bumps and knocks, for thee I grieve. Badly thy top is torn, frayed are thy seats and worn; the whooping cough affects thy horn, I do believe. Thy perfume sweels the breeze, while good folks choke and wheeze as we pass by. I paid for thee price 'twould buy a mansion twice, now everybody's yelling "ice"—I wonder why? Thy motor has the grip, thy spark plug has the pip and woe is thine. I too, have suffered chills, ague and kindred ills, endeavoring to pay my bills since thou wert mine. Gone is my bank roll now, no more 'twould choke a cow, as once before. Yet if I had the moon to help me John, amen, I'd buy myself a car again and speed some more.—Ex.

know how to buy merchandise or display it attractively, is ignorant how to advertise and to arouse interest.

"But the small town retailer need not yield to the mail order house. Let him advertise, arrange and display his wares attractively and manage his business modernly. He enjoys the surpassing advantage of personal acquaintance with his customers.—News Reporter.

The Home Town.

The average Western town depends upon the agricultural resources of the country in its immediate vicinity for its support. It is but little more than a local trading point. It has no jobbing houses, no manufacturing with which to bring money into the community from a large trade territory. Such a town would soon become a deserted village were the stores to close their doors and quit business. Every cent of every dollar sent to the mail order houses of the great trade centers if forever lost to the community from which it comes; going into channels that carry far and away from the locality where its equivalent in wealth from soil was created.

If in many instances money was saved by sending away for goods that can be bought at home, there would not be so much room for criticism. So often the item of freight is not considered. Quality is not so carefully taken into account as it should be. Service is not given its due credit. You must know the weights and freight rates to make a true estimate of costs. You must be a good judge of all sorts of merchandise to be able to make dependable comparisons of quality. "The proof of the pudding is in the eating thereof," and so the proof of a great deal of merchandise is in its wearing quality. Many a fine looking piece of furniture is a shoddy piece of goods.

When you send away for anything you pay in advance. You go to the depot for the shipment and do your own hauling. You cannot make an immediate exchange if the goods are unsatisfactory. You cannot telephone the last minute for something you have forgotten. I am now talking about service. A safe plan is to buy of dealers at home, in whom you can place confidence. Are you giving your town moral and financial support. "If America discourages the town, she will kill the nation."

Good Advice.

In the current issue of Farm and Fireside a contributor writes an interesting and practically helpful article, full of sound advice to farmers, on the subject of the purchase of farm machinery. He takes up the guarantees which many manufacturers give with their goods. Some say that such guarantees are of no value and others say that they really protect the purchaser. The following general comment on the subject of guarantees is taken from the article: "It's a good plan in reading a guarantee to see whether it fully covers all points in which you want protection. Some guarantees sound convincing but really promise very little. If you want a free trial or shipment on approval, you can sometimes get such a privilege by asking for it. But it is unwise to assume any more than is actually specified.

Modern business is built up largely on guarantees. People do not like to trade with folks they cannot trust. That business is getting free from traps and hooks is due largely to guarantees, some of which assure you of satisfaction or your money back. Others promise long continued service and free repairs, while still others give a free trial till you make up your mind whether you want to buy. The idea is to help you get your full money's worth, and to make you feel safe in buying an article on which you are not fully posted but which you want if it suits you.

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Nothing in Particular.

Where the waist line is on femininity is a matter of doubt, but in man the waist line is pretty close to the bread line.

When a man struts, at least he isn't round shouldered.

There is a persistent and continued scarcity of rich relatives who die and leave you a handsome legacy. Why not strive to be a rich relative.

A woman's management of a man is like hypnotizing him; it can't be done unless he wants to be managed.

Imagination and hope are Simese twins. One can't survive the death of the other.

Even when objects are offered at a sacrifice, one often has to make another sacrifice to get them.

An infant finally begins to learn the english language in spite of the kind of talk addressed to it.

Pleasant medicine and agreeable advice are a good deal alike, in that neither is of much account.

Helping Themselves.

The following article taken from the Marshfield Record, contains many things which should appeal to communities the size of Marshfield, Roseburg and others. There is no business enterprise in the city that gets as much abuse as the newspapers, and as little credit for the constant endeavors they make for the advancement of their home city, and a great deal of this comes from sources which never give them any patronage. The Record says: "If a chamber of commerce is organized to boom a town, it finds that it is expensive work. Secretaries must be hired, office rent paid, supplies must be settled for in cash. People usually make no discount because the work is for the public cause.

"Meanwhile the newspaper is booming the home town all the time, and for the most of the services it renders it asks no pay. If its motives are not wholly unselfish, at the best it is only far sighted enough to expect its compensation in the added prosperity that comes to all enterprise when a town grows.

"In view of all this unpaid service it is fair to ask a reciprocal spirit on the part of its home community. This newspaper is not complaining of its support, which has been generous and friendly. It merely reminds its readers that when they pay down their money for subscription they not merely get their money's worth in the form of news, but they are helping to support an agency that gives unpaid service all the time for the development of the community."

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We have experienced and capable men to attend to our lines and to do house wiring and installations.

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Electric lights and water in every tent; go surf bathing or hunt for crabs and clams; tent city is under direction of Bar View hotel; many entertaining features; no liquors allowed sold. Rates by week, \$5 and up; sleeping tents and board at hotel, \$2 per day and up. Write W. A. Wise, Bar View, Tillamook County, Ore. or 210 Failing Bldg., Portland Ore.

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AUGUST 24, 25, 26, 27, 1915.
TUESDAY, OPENING DAY :
Concerts Every Afternoon and Evening
WEDNESDAY, MOOSE DAY :
Judging in all Departments.
THURSDAY, SCHOOL DAY :
Interesting Contests including Baseball every day.
FRIDAY, GRANGERS DAY : BETTER BABIES, PRIZES Awarded 3 p.m.
Grand Parade 10:30 a.m. All Societies invited to get in touch with Parade Committee and help out.
Browning Amusement Company
Will be here all the time with their clean shows.
TO THE PUBLIC :—Please read the announcement in your premium list (if you have not one ask for it) and accept the invitation there given to you as loyal citizens, to come out and assist to make this Fair the BEST EVER; especially encourage the children to show what they can do, that they may do better work, living better lives, thereinsuring a better future citizenship.
There will be something worth while every day:—Team Pulling Matches, Hitching Contests, Tug-of-War, Foot Races, Ladies Horseback Riding Contest Push Ball Contests.
TO GRANGES, SCHOOL AND OTHER EXHIBITORS :—Please make your entries before the Fair opens, if possible; also prepare your booths and exhibit spaces early thereby avoiding confusion on opening day. Get all exhibits you can Monday, not later than Tuesday noon.
Read carefully the rules in Premium list, you may obtain premium lists application blanks desired information by applying to superintendents or to the J. H. DUNSTAN, Wm. G. TAIT, L. M. KRANER, W. S. BUEL.
Tillamook County Fair Board.
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