

### What the Editors Say.

The Oregon people are in a very receptive mood for that breeze of prosperity that has long said to be blowing from the scenes of activity in the East.—*Sheridan Sun.*

Don't worry over competition in business. It will stiffen your backbone, scrape the rust from your intellect and lift you out of the rut of stagnation. Buck up, step up, and you'll get there.—*One Journal.*

Gasoline in Portland has advanced nearly 50 per cent within four or five months. Yet it is at a time of year when as fuel it is least used. There is no satisfactory explanation except that the oil companies need the money.—*Oregonian.*

"Let the good news go out that the editors of Oregon are fighting first, last and all the time for a square deal for capital investors with special advantages to none, and you need not worry about the welfare of our old commonwealth."—*Oregon City Enterprise.*

With the Blue Sunday closing law and the Dry law in force in Oregon there will be little left for the webfoot to do during the summer vacation, but work and go fishing. Perhaps if the Fish Commission discovers that fishing is really an enjoyment, Burbank's services will be enlisted to create a fish that will not bite on Sunday.—*Seaside Signal.*

"One year I planted some corn in Tillamook County. It didn't mature but I left the stalks standing all winter. In the spring they started to grow and that fall I gathered ripe corn off them. I planted that corn the next year and it all got ripe and to this day I have seen corn that come from them," says Thomas Hillingsworth recently from Tillamook and who now resides at Newberg.—*Yamhill Record.*

The dairymen of Georgia have raised the price of milk two and one-half cents a quart because of the increasing price of feed for their cows. The democrats increased tremendously. They put milk on the free list and the importation of milk increased nearly 60 per cent in the fiscal year of 1914 over 1913, and over 150 per cent in 1915. They assured the people that free trade meant low cost of living. Here is a sample of the way it works out.—*Polk County Observer.*

If Emperor William is seriously incapacitated, a peculiar situation will develop. Should the emperor die the fate of Germany will be problematical as the crown prince is not the man his father is nor has he the confidence of the people. As long as there is a strong hand at the helm of Germany the war machine works perfectly. With that hand withdrawn, the real and vital weakness of autocracy would be manifested. Therefore the future of the empire hangs upon the life of the man whose mysterious illness is the subject of so much anxious speculation.—*Telephone Register.*

Young men of today who are comfortably settled on the farm, just completing their education preparatory to a life career, should remain right where they are and never leave the green fields of the country. The great city will offer them white lights and dissipation and debauchery and failure in nine cases out of ten and death will find them wishing they had never strayed from the comforts of the old fireside. But not so the country. It offers them a life of freedom and manhood and usefulness, with plenty to eat and wear and health, happiness and a clear conscience.—*Itemizer.*

But the work is not yet done; there still remains the enforcement of the law as it stands on the statute books. This is largely in the hands of the public officials. If they do their duty from the very beginning, rigidly enforcing the law from the moment it is in force there will be no trouble about the future. The man who fails will be relegated to private life. Nobody having anything to do with the enforcement of the prohibition law should be selected from the ranks of the "wets" or near wets. They must be above suspicion and they must be judged by their past affiliations as well as their present professions. Keep good men out on guard and the result will take care of itself.—*Telegram.*

The department of commerce bulletin states that the French industrial commission is now touring the United States and investigating conditions "with a view to establishing a market in this country for French products." One of the members of this commission is secretary of the French Syndicate of Cotton Spinners. He is making his headquarters at the Boston office of the bureau of foreign and domestic commerce. Thus, while the department of commerce is ostensibly, bending every effort to get the American manufacturer to extend trade abroad, it is at the same time giving the widest publicity at government expense to the efforts of foreigners to capture the American market and putting the machinery and conveniences of the government at their disposal in favoring their designs. Several instances of this nature have been recently reported.—*Astorian.*

There were still a few unsolved problems brought over to the new year, among which might be mentioned: Who struck Billy Patterson? Was the United States flag ever saluted in Mexico? How much of that Anglo-French loan was really subscribed? How much of the right of way to the lumber railroad is still being held up? Did the Portland police ever catch that trunk murderer? Will they ever catch him? Do you ever catch any of these thugs? Is Greece neutral? Are Zeppelins any good in

warfare except to scare Logdoners? Was Henry Ford just advertising? Will the actual settler ever get any of that railroad land grant for \$2.50 per acre? Will President Wilson stick to the Baltimore platform? Was it a good or bad year for prunes? Some of these will doubtless be settled, while others will remain with us as inscrutable mysteries.—*Umpqua Valley News.*

The number of accidents to trespassers on railroad tracks is increasing alarmingly. In the past year, 302 people were killed by railroad trains, of which number 547, or 50 per cent were trespassers, who were using the railroad right of way as a thoroughfare or playground. Besides the number killed 6354 trespassers were injured—a total of 11,824 persons dead or wounded in one year is the price of their self-assumed right to trespass on railroad property. According to these figures 16 trespassers are killed every day and one every 90 minutes. During the past 24 years 108,000 persons were killed, and 117,257 injured while trespassing on railroad tracks or "flipping" cars. The railroads are spending huge sums of money every year to protect the lives of their employees and passengers and to guard their rights of way. From State Legislatures they receive little encouragement to make travel safe. Legislators have refused to pass laws sufficiently severe to deter the trespasser, who too frequently pays for this legislative negligence and his own carelessness with life.—*Spectator.*

### Let It Rest

The queer aspect of the Sunday law is that it has no basis in morals or in religion, but only in law. The courts say that it is free from any taint or suspicion of bigotry or fanaticism, and that in its enactment and enforcement it is a proper exercise of the police power. The public knows that no good can come to anyone if it is rigidly put into effect, for it is ridiculously discriminatory, and arbitrarily puts under the ban certain useful and necessary works, businesses and occupations, while without rhythm or reason it exempts certain others.

Why, for example, should a grocery store be shut up and a bakery left open? Or a theater be unmoistened while a baseball game sternly suppressed? No one worth heeding calls for the literal enforcement of the law as it stands—not even the authors of the new Day Rest which is to be substituted for the orthodox Sunday. If now through the mistaken zeal of misguided zealots we are to have a campaign to make dead law a live issue, a great deal of harm will be done—harm to the cause of a rational Sunday observance, which most people now agree as proper.

It may well be hoped that the relic of early-day foolishness which still reposes on the statute books—almost forgotten in its well deserved neglect—will be permitted to remain there until the people, or the Legislature have an opportunity to say what they want in the way of Sunday observance. The attention of the public and the authorities ought now to be diverted from the prohibition law. It is enough for the time.—*Oregonian.*

### PLEASE DON'T PRINT IT.

Is Presidents Plea When He Reads Pocahontas Love Song.

Billy and Mike Fitzpatrick, song writers, read in the papers weeks ago that President Wilson was going to marry Mrs. Galt, whose family, the Hollings, was directly descended from Pocahontas, the Indian Princess. As a cot... to the president and his fiancée, Mike dashed off a song about the love of the white chief and his Indian princess, and sent a copy of it to the White House. Here is the letter they say they received:

"The White House, Washington, Oct. 22—My Dear Sir: Replying to your letter of Oct. 19, the president asks me to say to you that he would be very much obliged if the song to which you refer were not published. He would be very much distressed if it were. I am sure you will understand and appreciate his position. Sincerely yours, J. U. Tumulty, Secretary to the President."

The authors say they are sorry, but they cannot withdraw the song from circulation now.

**Here's The Song**  
A pale face chief of a mighty tribe,  
On the trail of an Indian squaw,  
In his light canoe that was built for two  
Came drifting to the shore,  
A lover's dart hit the white man's heart,  
From the girl of copper shade  
For he was chief of the pale face tribe,  
And she was an Indian maid.

**Chorus.**  
You are red and I am white—  
That makes our love true blue,  
For I know that you love me,  
And you know I love you.  
Let us stroll together "neath the silvery moon."  
When the twilight shadows fade,  
And I'll crown you lady of the pale face tribe,  
My pretty little Indian maid.

### A Touching Appeal.

Senator Bob Taylor of Tennessee often told of how when he was "Fiddling Bob," governor of that state, an old negro came to him and said: "Massa Gov'n, we's mighty po, this winter and ah wish you would pardon ma old man. He is a fiddler same as you is and he's in the pen'tentry."

"What was he put in there for?" asked the governor.  
"Stead of workin' to it that good fo' nothin nigger done stole some bacon."

"If he is good for nothing what do you want him back for?"  
"Well yo' see, we's all out of bacon a'fin," said the old negro innocently.

### First Flax in Oregon.

By Charlotte Matheny Kirkwood, Pioneer of 1843.

The present flax agitation brings to my mind a fact not generally known at the present time. In 1844, my mother planted flax seed in the Willamette Valley. She had carried her seed bag across the plains. We called it her "treasure bag."

The result was a nice bed of flax, fairly good, from which she gathered enough seed to sow half an acre. This trial crop was sown in Tualatin Plains, north of Hillsboro, near the present town of North Plains.

Late in the Fall of '44 we moved, my father having bought the Old Mission farm of Dr. David Leslie, 12 miles north of Salem, on the west side of the Willamette River.

A ferry was there, known as the "Mission Ferry." Later it took my father's name, and became an object point known to all the old settlers as "Matheny's Ferry."

Here in the rich sandy loam of this bottom she sowed her seed and harvested her crop from which she received quite a rich return. The crop was pulled, retted (as we called it), singled and hauled and twisted into bundles.

Mother had brought no wheel to spin it on, so it was laid away. During the next immigration a little flax wheel found its way across the continent. Mother heard of it, and sent her flax to its proud owner up on the Santiam. It was spun into thread, and many a pioneer housewife was made happy by a "hank" of Oregon thread.

We also utilized the tow, hauled from the more choice lint, using it as padding for "comforts" and mattresses, thus softening several hardy pioneer beds.

In all there was a wagon load of fibre, and it made a large lot of thread, of blue clay color, which was easily bleached. Mother knew how to handle the flax, for she had woven many, many yards of fine linen before she came to Oregon from flax grown by herself. The Oregon flax was longer and of finer quality than that grown in Kentucky, and I am ready to believe all that is said about its quality being superior to that grown elsewhere. No great industry has developed from the tiny package of seeds my mother brought with her, but our climate and soil are so well adapted to its culture that I believe everyone ought to encourage those who are trying to establish flax production in our State on a large scale.

### Tardy Justice

A larger part of the public burden of supporting employees of the Pullman Car Company is to be assumed by the corporation. Announcement is made that the company has allowed salary increases aggregating \$600,000 for the coming year. Among the beneficiaries are car porters and Pullman conductors figure conspicuously.

No class of service with which the public is familiar has been kept more frankly on a gratuity basis than that associated with Pullman travel. Before the Federal Commission on Industrial Relations some months ago evidence was submitted confirming the absurdly small salaries paid by the Palace Car Company to its porters and conductors. No denial was attempted of the obvious truth that the tips of passengers were relied on to make up the difference between what the company paid its employees and what they really earned.

The situation is outrageous from whatever standpoint it may be viewed. It is a tardy bit of justice the Pullman Company now performs—justice to the public as well as to its employees. It ought to develop a higher degree of self respect all round.

### First Panama Canal Report.

Progress of the war in Europe has, of course, considerably diminished the amount of ship tonnage passing through the Panama Canal. A statement of the first ten and a half months following the canal's opening, included in Col. Goethals' official report, now made public, would have been from 30 to 40 percent greater but for the embargoes or prohibitions laid on European commerce by the war. Yet the total figures, even as now seen, with all such traffic excluded, are sufficient to justify an opinion we expressed at the time. Col. Goethals, summoned to Washington when President Wilson was jamming through Congress a repeal of that section of the Panama Canal act relieving United States coastwise traffic from tolls, told a congressional committee that, without such tolls the canal could not be made to pay its operating expenses.

It is possible, in view of the falling off of European commerce as a result of the war, that the canal could not have been made to pay operating expenses during the first ten and a half months of operation, between its opening in August 1914, and the close of that fiscal year, on June 30, 1915. But the coming of the war, to obstruct its use by many ships within a few weeks after its opening, was not foreseen by Col. Goethals at the time he made the statement of his opinion that the coastwise tolls were absolutely needed to make the waterway self-sustaining. The totals now included in his report show that opinion not well founded, from any point of view, at that time. The figures show that in ten and a half months 1088 with net Panama tonnage of 3,843,035 tons used the canal, and paid the toll of \$1.25 per net registered ton. The conclusion is easy, if not obvious, that, with the world commerce remaining unimpaired as it was in 1915, canal tolls would have paid expenses without laying tolls on coastwise trade.

Unforeseen expenses of management had, however, to be met during the time of this first report of operations. The report states that, with insignificant exceptions, the canal was completed before the beginning of the fiscal year ending June 30 last. But, the

report goes on to say: "In maintaining the channel—including the removal of earth deposited by slides—(formerly known as Celebra Cut) 4,710,666 cubic yards at the cost of 34 1-8 cents a yard, and from the channel at the Atlantic entrance 1,233,301 cubic yards at the cost of 30 1-6 cents a yard. These slides, it seems, kept the canal closed less than a month. The slides of this year are more serious, more delaying and much more costly. But the Panama Canal has already shown its coming value as a commercial asset, leaving out of sight its military importance."

### Sheriff's Sale.

Notice is hereby given that by authority of an execution and order of sale issued out of the Circuit Court of the State of Oregon, for Tillamook County, bearing date Dec. 20th, 1915, in the case of Andrew Peterson plaintiff vs. M. B. Shafer and Sarah E. Shafer, Defendants, I have levied upon and will, on Friday, the 21st day of January, 1916, at the hour of 10 o'clock a.m., at the Court House, in Tillamook City, Tillamook County, Oregon, sell at public auction to the highest bidder for cash in hand the following described real property situated in Tillamook County, Oregon, to-wit: Lot 31 in Block 10, Manhattan as shown upon the records of said county. Said sale will be made for the purpose of satisfying the judgment entered in said cause, which is for the recovery of \$307.03 with interest from December 8th, 1915, at 8 per cent per annum, for \$75.00 as attorney's fees and \$19.00 costs and disbursements, and the costs and expense of said sale.

Dated this December 23rd, 1915.  
H. Crenshaw,  
Sheriff of Tillamook County, Oregon.  
First publication Dec. 23rd, 1915.  
Last publication Jan. 20, 1916.

### Holstein Breeders Notice.

The annual meeting of the Tillamook County Holstein Breeders Association will take place on Monday, January 17th, at 1:30 o'clock, at the Court House. Every member and every friend of the Black and White breed is asked to be present. The object of this Association is to put Tillamook County on the Holstein Map of America. Lend a hand. The breed has been making notable history for itself in the past year and the end has not been reached yet. Look at the records of Duchess Skylark Ormsby, Finnerne Pride, Johanna Rue and Finnerne Holigen Fayne, the three Holstein cows who lead all breeds in the production of butter fat and see if you can afford to stay out of the caravan.

W. E. Noyes, Pres.  
B. Kuppenbender, Sec'y

### Bids Wanted For Wood.

Maple Leaf Creamery Association wishes to receive bids on 100 cords of good, sound hemlock wood in four foot lengths, piled and delivered at its factory one and one-half miles northeast of Tillamook City. Wood to be delivered one half by July 15th next and balance by August 15th 1916. Bids will be received for not less than five cords. Factory reserves the right to reject any or all bids. Leave bids at office of Carl Haberlach, Secretary, Tillamook, Ore., on or before February 1st, 1916. Maple Leaf Creamery Association.

### Bids Wanted on Hauling Cheese and Supplies.

Maple Leaf Creamery Association wishes to receive bids on hauling cheese from its factory to railroad depot, into cars and to dock in Tillamook city; also on hauling box shooks from cars in Tillamook City and from saw mill in Tillamook City to its factory, same to be piled in factory; also for hauling other supplies from Tillamook City to factory. Company reserves the right to reject any or all bids. Leave bids at office of Carl Haberlach, Secretary, on or before Feb. 1st, 1916. Bids to be for season of 1916. Maple Leaf Creamery Association.

### Notice of Sheriff's Sale of Real Property.

Notice is hereby given, that under and by virtue of an execution dated the 27th day of December, 1915, issued out of the circuit court of the State of Oregon, for Tillamook County, in the cause wherein J. M. Nichols, David Strome, and Joe Strome were plaintiffs, and Frank Shipley and Mrs. Naomi Shipley, Allen Jenner and Mrs. Allen Jenner were defendants, upon a judgment duly given and rendered against the said defendants on the 12th day of November, 1915, in the Circuit Court of the State of Oregon, for Lane County, which judgment was enrolled and docketed in the Clerk's office of the said Circuit Court of the State of Oregon, for Tillamook County, on the 27th day of December, 1915, and was for the sum of \$880.00, the further sum of \$107.00 attorney's fees, and the sum of \$27.00 costs and disbursements, commanding me to satisfy the said judgment, less the sum of \$200.00 received on said judgment, by the levy and sale of the property of said defendants.

Now, therefore, I have duly levied upon and will, on the 11th day of February, 1916, at 10 o'clock a.m., at the front door of the county court house in Tillamook City, Tillamook County, Oregon, sell the hereinafter described real property of the said defendants, at public sale to the highest bidder for cash in hand, in order to satisfy the amount due on said judgment, as aforesaid, including the costs and expenses of this writ and of such sale. The said real property is described as follows, to-wit:

The N. E. 1/4 of the S. W. 1/4 and the N. W. 1/4 of the S. E. 1/4 of Sec. 10, in Tp. 5 S., R. 10 W. of W. M., in Tillamook County, Oregon, containing 80 acres, more or less.

H. Crenshaw, Sheriff of Tillamook County, Ore.  
First publication Jan. 6, 1916.  
Last publication Feb. 3, 1916.

### Summons.

In the Circuit Court of the State of Oregon, for Tillamook County.  
J. H. Ellison and Ellen Ellison Plaintiffs.

vs.  
George Vanderee and May Vanderee, Defendants.  
To George Vanderee, one of the above named defendants.

In the name of the State of Oregon. You are hereby required to appear and answer the complaint filed against you in the above entitled suit on or before the expiration of six weeks from the first publication of this summons and if you fail so to appear and answer, for want thereof the plaintiffs will apply to the court for the relief demanded in the com-

plaint, that is that plaintiffs have judgment against you for the sum of \$1000.00, with interest thereon from December 7th, 1914, at the rate of 1 per cent per annum, less \$100.00; for \$100.00 as attorney's fees and for the costs and disbursements of this suit, and for the foreclosure of a mortgage given by J. K. Childers to plaintiffs, which is recorded at page 22 in Book "17" of the Record of Mortgages of Tillamook County, Oregon, covering Lots 13 and 14 of Section 2 in Township 2 South, Range 9 West, W. M., in Oregon, the payment of which mortgage was assumed by you in a deed executed by said Childers to you conveying said described real property, and that the plaintiffs have such other and further relief as to the Court may seem equitable.

This summons is published in the Tillamook Headlight by the order of the Honorable A. M. Hare, County Judge of Tillamook County, Oregon, said order being dated December 15th, 1915, requiring publication to be made thereof once a week for six successive weeks, and the date of the first publication thereof is the 16th day of December, 1915.

H. T. Botts,  
Attorney for Plaintiffs.  
Last publication Jan. 27, 1916.

### AFTER ONE YEAR

Hillsboro Testimony Remains Unshaken.

Time is the best test of truth. Here is a Hillsboro story that has stood the test of time. It is a story with a point that will come straight home to many of us.

William Wolf, Jefferson St., Hillsboro, Ore., says: "My back was so bad that I could hardly get around. Doan's Kidney Pills brought me almost immediate relief. After I had finished one box, my back was all right. There is nothing equal to Doan's Kidney Pills for the cure of kidney trouble." (Statement given Sept. 23, 1911).

Over a year later, Mr. Wolf said: "The cure Doan's Kidney Pills brought has been permanent." Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Wolf has twice publicly recommended. Foster-Milbourn Co., Props. Buffalo, N. Y.

### Furs Wanted.

Furs wanted, highest prices paid. Send for price list. G. D. Alderin & Co. Salem, Oregon.

Iowa has over 100 consolidated rural schools.

This has all come practically within the past few years, much of it within the past two years. In 1903 there were only six consolidated schools. From that time until 1910 districts were organized at about the rate of one per year. The year of 1910 gave evidence of an increasing interest. Two districts were organized that year, two in 1911 and three in 1912. During the school year of 1913-14, however, sixty districts were organized.

The enactment of the law by the thirty-fifth general assembly providing state aid to consolidated schools was largely responsible for this great increase.

The school buildings are good and well equipped. The influence of these better schools on the communities is evident. There is an increased interest in education and a better community spirit.

## You've hit the right tobacco

when you fire-up some Prince Albert in your old jimmy pipe or in a makin's cigarette. And you know it! Can't get in wrong with P. A. for it is made right; made to spread-smoke-sunshine among men who have suffered with scorched tongues and parched throats! The patented process fixes that—and cuts out bite and parch. All day long you'll sing how glad you are you're pals with

# PRINCE ALBERT

the national joy smoke

You take this testimony straight from the shoulder, men. You can smoke a barrel of P. A. without a kick! It hands out all the tobacco happiness any man ever dreamed about, it's so smooth and friendly. It's a mighty cheerful thing to be on talking-terms with your pipe and your tongue at the same time—but that's what's coming to you sure as you pin your faith to Prince Albert!

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.



It's an easy job to change the shape and color of unsalable brands to imitate the Prince Albert tildy red tin, but it is impossible to imitate the flavor of Prince Albert tobacco! The patented process protects that!

Everywhere tobacco is sold you'll find Prince Albert... (text continues)