

What the Editors Say.

The German armies are being torn to pieces at a fearful rate, but the Berlin optimist who prepares the stories for publication is winning battles right along.—Telephone Register.

Women don't like war, and they will be more opposed than ever when they learn that war with Mexico would kill the chewing gum industry. Mexico is the only country that produces chicle, the chief ingredient of chewing gum.—Telephone Register.

A wounded British officer says his men would have taken the German trenches if hell had had to be crossed to do it. If hell is any worse than the zone of fire they did cross, it would pay us all to mend our ways.—Observer.

The preachers' sons are coming in to their own for the two big political parties have nominated as their standard bearers sons of ministers. Woodrow Wilson is the son of a Presbyterian clergyman; Charles Evans Hughes is the son of a Baptist minister.—News Reporter.

Warden Minto, of the state penitentiary, says that the inmates of his institution desire to raise a company among their number to fight the Mexicans. It wouldn't be much trouble for the warden to choose a bunch who would need but little gun practice.—Itemizer.

The Eastern Oregon wheatgrower has played fool long enough. Heretofore he has shipped his grain to the Eastern buyers sacked, thrown in the sacks as donation to the buyers and then had them make him pay for their weight. But this he will do no more. Slowly the West awakens. There are still many more of these grasping deals where the West is wasting money.—Sheridan Sun.

Attorney E. E. Gray has unearthed a good job for our state legislators. We have nothing in particular against the cow or its family, but any law that gives them the exclusive use of the highways of the state is seriously in need of changing. Doubtless, the law was made at a time when about the only things that could profitably negotiate our highways were cattle and the like. Since then, however, the state, particularly Clatsop County, has built some regular highways for vehicles. It is better for the cow as well as the vehicle that the state law be brought up to date.—Astorian.

This talk about William Jennings Bryan running again for President in 1920 reminds us of the old story of the village dog. The poor pup got so used to having a can tied to his tail that when he saw a tin can in the road he just naturally backed up to it. Also, as a British Columbia editor once wrote, "Bryan is like the sock-eye salmon—runs every four years only to be canned."—Oregon Voter.

A funny combination of petitions is said to have appeared this spring. Two constitutional amendments were being initiated, one to prevent importation of liquor into the state and another to permit the manufacture of beer and its sale in original packages, circulators of the latter, it being claimed, carrying petitions for the former also and soliciting signatures indiscriminately.—Independent.

One of the most pernicious habits that is fastening itself on the public, is that of signing indiscriminately every petition that is presented, without the trouble of reading, examination or investigation. A wager was recently offered by a responsible party that he could circulate a petition in a certain city and get five hundred signatures, allowing the sheriff of the county to go and take the governor of the state and hang him to a lamp post, and if the wager had been taken there is no doubt the signers would have been obtained.—Umpqua Valley News.

It looks like the people of Oregon were in for another "wet" and "dry" campaign. One faction has circulated petitions to secure a vote upon the question of permitting the Oregon breweries to manufacture and sell liquors to our people according to the law as it now stands. They argue that it is better to have the home institutions to California and other states. The prohibitionists, in retaliation, propose to amend the present law in such a manner as to make the state absolutely dry, not even permitting liquor to be shipped in. Idaho now has such a law and they appear to be surviving about as well as we are.—Banks Herald.

The land grant bill as passed by the house provided logged-off lands shall be open to homestead, without charge. No doubt those down easterners thought they were being generous with the public domain. If one of them should be staked out in a bunch of young firs, and among the stumps on a piece of this land and told to get busy and make a home for himself, he would realize that life was not from being one glad sweet song, if that life had to maintain itself from the land. The only thing that can exist on these lands is a goat and he has to have a few days start of the undergrowth. Giving that land to the homesteader is about as generous as the old butcher, who, when he killed a polled Angus ox, gave most of the horns to the poor.—Salem Journal.

Story About "A Editor."

(Wheeler Reporter)
The Reporter is in receipt of a postal card with a Penn Square station, Philadelphia, Penn., postmark, that had the following clipping attached to it. The reason for this attention, which was mailed direct to the editor, is not apparent. Whether they have recognized in us a "born editor" or think we are running opposite to the doctor in visiting the others fellow's wife, we don't know, but the story is a good one and here it is:

A country school boy was told to write an essay on editors and this is the result:

"Don't know how newspapers came to be in the world. I don't think the Good Lord does, for He ain't got nothing to say about an editor in the bible. I think the editor is one of the missing links you read of, and staid in the bushes until after the flood, and then came out and wrote the thing up and has been here ever since I don't think he ever died. I never seen a dead one and never heard of one getting licked.

If a doctor makes a mistake he buries it and the people dassent say nothin'.

When the editor makes a mistake there is big swearing and big fuss, but if a doctor makes a mistake there is a funeral, cut flowers and perfect silence.

A doctor can use a word a yard long without any one knowing what it is, but if an editor uses one he has to spell it.

If a doctor goes to see another man's wife he charges for the visit; but if the editor goes he gets a charge of buck shot.

Any old college can make a doctor, but an editor has to be born."

The Automobile.

There has been almost innumerable opinions expressed on the matter of the man in just ordinary financial circumstances owning such a thing as an automobile, and one of them, which the editor of the Pacific Homestead believes to be about the most sensible criticism he has read in many a day, appears in a recent number of the American Poultry Journal as follows:

Quite recently one of our very good friends severely criticised the man in moderate circumstances who squanders money on the "luxury of an automobile" assuming that they rob the family savings, "mortgage the home" and strain every nerve to "own an auto" or because of envy of more fortunate neighbors.

Maybe the desire to own a car and to keep up the pace set by others does tempt some folks into undue and unwarranted extravagance; but we are inclined to believe that the ownership and sane use of a modern motor vehicle will soon help broaden the owner's mind to a sufficient extent to rid him of a lot of foolish notions.

While an expensive car is undoubtedly a luxury and not a wise purchase for a poor man, the modern well-built low-priced automobile is a present day necessity and we will be glad to see the day when every family possesses one and uses it. To our mind the automobile is one of the greatest and most useful inventions of the age and a great boon and blessing to mankind. With fine new models selling at a cost that does not exceed the cost of a good horse and outfit, and used cars in fine mechanical condition, on sale at a cost less than the price of just an ordinary horse without either harness or vehicle, we do not see how any man, with much work to do that requires getting about, can afford to do without an automobile.

When we kept a horse and outfit—the first cost of which exceeded the present cost of a fully equipped up-to-date auto—the expense of maintaining the horse exceeded a dollar a day right here on the farm. The horse had to be fed three times a day it had to be groomed and exercised every day, whether we wanted to use it or not; every few weeks there was a necessary trip to the blacksmith that wasted half a day's time. The expense kept merrily on, whether we needed to use the horse or not, and we had to use it when we did not want to, because exercise was essential to keeping the animal in good condition. On hot or very cold days when long drives were necessary we felt if we were imposing on the fine animal and always that desire to avoid any cruelty to a dumb animal proved a mental drawback when there was much hard work that must be done. Though we like a horse and are still very fond of driving a good one, we decided four years ago that for ourselves, the horse had to go. We can hire the use of a horse any time we need one for a very low price and we simply cannot afford to keep one.

The first year with an auto opened our eyes to the economy of a motor driven vehicle. It did not have to be exercised, it cost nothing when not in use, the upkeep for the same amount of work was far less than the upkeep of a horse. A few hours work each week kept the machine in fine running condition; it was always ready to go anywhere at any time and to get us back home again, and distance or speed brought no thought of "cruelty." Whereas a drive of twenty miles with a horse was a hardship, many times, for both owner and animal, the automobile made easy work of 100 miles, and 225 miles in a day could be made with comfort if necessary.

After four seasons' use we are still operating the same car, it is in good condition after carrying us thousands of miles, we find on summing up accounts taking into consideration all repairs, overhauling new shoes, gasoline and oil, the actual annual cost of the auto has been very considerably less than our annual cost for keeping a horse and outfit. It has faithfully served us in many an emergency which, but for the car, might have proved a serious one to some member of the family. It enables us to live in the country and do our shopping and marketing in the city, to get our produce into market with the least expenditure of time and at the least expense. It makes it possible to take the family along for an enjoyable outing on business trips—and we really would not know how to do without it, not only for the pleasure it brings to all of us, but for the time and money it saves us.

When we see milkmen, butchers, fishermen, farmers, and dealers in all sorts of necessities, covering their feet in motor-driven vehicles, doing the work quickly and well and covering much greater territory in less time and with less effort; when we see

they now exercise to destroy each other.

In Europe, the whole family works long hours. Their land produces vastly greater yields than our own acres. Their factories remain undestroyed. When you have lands that are productive, people that are industrious, factories for them to work in, ships to haul raw material in and the finished product out, you have unlimited credit in the commercial world.

In Germany and in Russia, livestock is disappearing so rapidly that the governments have become so alarmed and people have been forbidden to eat meat four days in each week. One may travel across Germany and back again and scarcely see a cow, a horse or a hog. The same thing is true to a degree in the other warring countries.

When peace shall have been declared one of the first moves made will be to re-establish the herds and flocks of Europe, and the great source of supply will be America. There can be no doubt of this. The older countries have appreciated the importance of livestock more than we have in this country, and subsidies in one form or another have been given the farmers to encourage them with their livestock operations. The farmers in this country who are foresighted enough to be prepared to supply the demand when it comes will reap the harvest.—The Rural Spirit.

A Submarine Feat Which All Can Applaud.

The crossing of the Deutschland challenges America's admiration. Even if the feat opened up no greater potentialities, it would be very wonderful and finely dramatic. But the possibility of greater feats to follow is the thing that fires the imagination. When the Savannah, with steam engines and fuel oil power auxiliary to help her on the voyage, crossed the Atlantic in 1819 her cargo capacity was less than half that of the Deutschland, and her 100 feet but a third the Deutschland's length. As the Savannah was only a hint of what the century was to bring in steam navigation so the Deutschland may be but a suggestion of the future super-submarine.

Captain Koenig declared dramatically that the achievement had broken England's rule of the seas, and American naval officers at Washington are inclined to take seriously that boast. The Deutschland's right to enter and clear from neutral ports can not be challenged if Port Collector Ryan of Baltimore has made a correct report. She carries no guns, is manned by a merchant crew, carried a cargo and is not a warship in any sense. The mere fact that she can dive and dodge enemy raiders has not the slightest adverse bearing on her rights in the neutral harbors of the world. She has a clear right to bring us dyestuffs and return with crude rubber and nickle as a British merchant vessel to come into the Columbia river for wheat, salmon and lumber.

If vessels of the Deutschland type can run the blockade the blockade may cease to exist. Her captain says she earned enough by bringing \$1,000,000 worth of dyestuffs to the United States to pay for her owners outright for her construction cost. If she should get back safely to a German port her achievement would be a powerful incentive to the speedy building of others of her type. For the ally blockade is pinching the Germans hard, and they will exert every resource to overcome the clutch. Here is the use of the submarine that Americans can approve and applaud.

ELEVEN MEASURES INITIATED

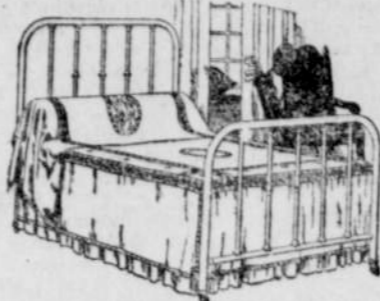
People of the State Will Vote on Them This Fall.

When the time for filing initiative petitions for measures to be voted upon at the November election expired at Salem Thursday, eight people's and three legislature statewide measures were assured of place upon the ballot. The proposed constitutional amendment to allow the manufacture of beer and its sale in original packages had the greatest number of initiators, 42,046. Three proposed measures have had no petitions filed and therefore die automatically. They are, prohibition of salmon fishing in the Columbia river and its tributaries; regulation of admissions to professions relating to the public health; provision for one day of rest in every seven.

The measures for which petitions were filed and the number of signatures on each are: People's land and loan law, 24,653; a constitutional amendment to allow the manufacture of beer and its sale in original packages, 42,046; a constitutional amendment to prohibit the importation of liquor into the state for beverage purposes, 30,470; a constitutional amendment establishing a normal school at Pendleton, 23,900; a constitutional amendment limiting the tax levying agencies, 25,283; a constitutional amendment establishing a system of rural credits, 27,250; a bill prohibiting compulsory vaccination, 25,126; a bill repealing the Sunday closing law, 24,500.

Measures submitted by the legislature are: constitutional amendment giving the governor power to veto single items in appropriation bills; amendment exempting certain ships engaged in either passenger or freight coasting to foreign trade, whose home port of registration are in Oregon from taxes, excepting state taxes until 1935, and an amendment repealing a constitutional provision forbidding suffrage to negroes, Chinamen and mulattoes. The local measures are, a bill providing for bounty on jack rabbits in Crook county; a bill providing for a bounty on jack rabbits in Lake county; a bill removing the county seat of Jefferson county from Culver to Madras; a bill locating the county seat of Jefferson county at Metolius, and a bill moving the county seat from Prineville to Bend.

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