

THE TILLAMOOK SPIRIT.

Wheeler Boosters to Have a Get-together Meeting.

(From Wheeler Reporter.) One week from next Monday evening, July 31st, there will be held a meeting at the Hotel Rector that should mark an epoch in the history of Nehalem Bay progress.

Every live wire business man and citizen of Wheeler will be invited to participate and help entertain the guests from Nehalem, Brighton, Mohler and the neighboring farming districts. There will be a few invited from the southern part of the county so we may demonstrate to them the "Nehalem Bay Spirit."

The object of this gathering is to give the participants a chance to become better acquainted in order that they may work in harmony for the advancement of every proposition that means the progress and prosperity of the entire district.

The program will consist of discussion of roads, river and harbor improvements, and encouragement of milling and manufacturing plants, road conditions and any other topic of general welfare.

The banquet will be served by the Hotel Rector and will be in the best style of that hotel's noted service. The pleasure of sitting at this spread will be worth all inconvenience of attendance.

Now let everybody get busy and talk and boost for this banquet gathering. Let us show that this is one of the districts that maintains a bunch of live wires. The Nehalem Bay district has a great future and our towns and communities will be what we make them.

Boost! is the slogan.

AGRICULTURAL NOTES.

By R. C. Jones, County Agriculturist. Cooperative Stock Shipping.

In several parts of the state the farmers have formed cooperative marketing associations. In Lane county a committee from the Pomona Orange has it in charge and makes a shipment every week to the open market. In Yamhill county a similar plan is followed. The idea is to give the farmer a chance to realize as much as possible on his surplus stock.

Last week some members of the Farmer's Union in this county made up a carload of hogs and sent them to the open market at the Portland Union Stock Yards.

Local buyers were paying \$6.75 for hogs and the load brought these \$9.00 with the exception of a few rough old sows and a couple that were way under size. The shipping expenses amounted to about 40c per 100 lbs. and the shrinkage on the car brought the net price to the farmers about \$8.00.

The railroad service was very poor, the car being 31 hours on the road. On this account the shrinkage was probably more than it would be again. As it was, the farmers realized on the car about \$250 more than they would if they had sold here.

The day the hogs sold on the market the top price was \$9.10, but I do not believe any of our farmers would grudge that load of hogs the extra 10 cents per 100 pounds they received. It was a load of Poland Chinas, uniform in size, and rounded out hard as could be. It was certainly a fine car of hogs and the uniformity made it very attractive.

Milk Tests at Fair.

The First National Bank has offered \$50.00 in addition to the money put up by the Fair Board for the milk test provided there are 10 or more entries. Are you going to let the money go by default? Please send in your entries early so we can know what to depend on. Everyone who has a cow that is showing up well should enter her in this contest.

Drainage Expert Here.

Profs. Larson and Teeter, drainage experts from O. A. C., are now at work on the final survey of the Big Nestucca Drainage District. They will be in the county for a week or two. Any who need help who have not applied, please do so at once.

Woods and Pacific City Items.

Lots of sport these days fishing in the ocean some very good catches being made.

Mr. Bewley, of Sheridan, has been engaged by Deals Bros. to run the summer resort at Pacific City this season.

As I had a dead man buried under my place I would not talk so much about other people.

Postmaster Deuel's wife is improving.

Too many pessimists in this neck of the woods.

Morrice Bays is building a new barn to replace the one that blew down last winter.

Dr. Ness and Mr. Hollingsworth, of Newberg, are camped at McPhillips camp ground, you may find them every day trawling on the river. They have made some good catches.

It would be a pleasure for people who own autos if they could make the loop, by coming one side of the river and back the other, but the County Ferry's landing on each side at Woods are in bad shape, even a Ford gets stuck, and if it was not for a big husky man like Deuel to lift them out there would be little travel that way.

It's a poor policy to follow to try to get a fellow fired. How do you expect a man to pay you?

If some people were aware their knuckles were a boost, perhaps they would take a tumble to themselves.

Times are getting pretty hard when one carpenter tries to get work away from his friend by telling the house-builder that he could not build a chicken coop for him.

Stray Heifer.

A stray heifer, with black spots on each side just below the hip, 2 year old, been on place two months. Own-ers please call at J. C. Chaffee's place miles south of Tillamook or phone W. R. Davis, Mutual phone.

CARELESS AUTO DRIVING.

Large Number of Persons Killed at Railroad Crossings.

That carelessness on the part of the drivers and pedestrians is primarily responsible for the alarming increase in fatalities at railroad crossings, is the gist of an address by Alex. Gordon, of the California State Railroad Commission, made recently before the convention of the boards of Supervisors of California.

"California," said Gordon, "with less than 4 percent of the population and less than 2 per cent of the steam railway mileage, furnishes nearly 5 percent of the deaths and injuries reported to the Interstate Commerce Commission. During the three years ended June 30, 1913, 249 people were killed and 1993 injured at grade crossings in this state. The record is always much worse in the summer than in the winter."

"There are over 10,000 grade crossings in California and \$20,000 would be a low estimate of the cost of eliminating one crossing. To separate grades at all the crossings would cost over \$3,000,000,000 and it is, of course, out of the question to consider any such an expenditure at this time. Neither the people nor the railroads can stand it."

"Meanwhile existing conditions must be met. It has been suggested that the legislature should pass laws requiring all motor vehicles to come to a full stop before passing over a grade crossing. To my mind a better suggestion is a law requiring the drivers of motor vehicles to drive slowly when approaching an intersection of a track and highway."

"Personally I have not a great deal of sympathy for a careless driver who gets hurt in a grade crossing accident. But our figures show that when a driver is hurt or killed, three or four people with him are also hurt or killed. Last September may be taken as a typical month. Three auto drivers were killed in the state that month and ten occupants of the automobiles were killed at the same time. Nine drivers were injured and thirty-seven other occupants were injured. These other occupants of the vehicles struck by trains were in many cases possibly in most cases—relatives of drivers, often wives and children, and if the careless driver when left to himself so far forgets the safety of himself and those who are nearest to him as to jeopardize their lives in this fashion, it is time for the law to step in and tell him what he must do to guard them."

"The popular impression is that most grade crossings result from railways being opened across highways. As Commissioner Gordon makes clear, the fact that most of them are due to highways being opened across railways and many of them are more of a menace than a convenience to the public."

With reference to trespassing, he says:

"In 1914, 5,396 persons were killed in the United States and 6,176 were injured while trespassing on railroads and these figures are about the same as those reported for the previous years. During that same year there were 165 trespassers killed and 217 injured in California. In the last 25 years there have been over 212,000 people killed in the United States in railroad accidents, and of this vast number, over 112,000 were trespassers. This record would be bad enough if those who suffered were tramps and 'hobos' but when we find that 75,000 of the total killed were citizens of the locality in which the accident occurred, and 13,000 were children under 18 years of age, we must admit it to be absolutely disgraceful."

"The grade crossing problem is one which is met with, more or less, in all countries, but trespass accidents occur only in the United States. In Europe the property of the railroads is no more used for public thoroughfares than are privately owned ranches and farms in this country, and even in Canada, with more excuse than the United States for permitting trespassing in and around railroad tracks, has rigid, anti-trespassing laws which are strictly enforced."

The War and Household Service.

It is claimed that 100,000 housemaids could be placed at once in American homes that are clamoring for them. Ordinarily the shortage in domestic help has been made up from the throng of alien girls that come crowding in from Europe. The war has cut off this supply. It is to women what the shortage of chemicals is to the industries.

As the manufacturer has learned resourcefulness, so the home has to adapt itself to new conditions. Now is the time for young hands. There is no good reason why the mothers should be baking bread while their daughters are at the parties. What are all these home economic clubs, but a return to the days of grandmother's girlhood, when the arts of the home were early and easily taught to the youngsters?

It has been too bad that these girls, when they grew up, undervalued this training, and preferred that their children should give their time to pleasures the older ones could not have. They seemed to place higher values on slight smatterings of music, painting, fancy work, and social polish, than on the higher culture of ministering to the needs of the family circle.

Romain Rolland has said, "A woman is in possession of all her senses only when she is working—only when she does she possesses all her charm and alert suppleness of movement."

Modern science has been busy in the kitchen with many labor saving appliances. The housewife who can't get a maid from Europe, owing to the war, is often able to shorten her labors by use of vacuum cleaners, elec-

tricity, gas and the like. The children ought to co-operate. There is something wrong when a bunch of youngsters grows up in our homes, receiving and never giving, taking daily without thanks their portion of food and clothing, never making any contribution of service in return.

That Dreadful Platform.

It is reported that Charles Evans Hughes fell asleep while reading the platform adopted by the free trade convention at St. Louis. We can well believe it. A stupider, shallower collocation of words was never put forth as the doctrine and gospel of a political party. It may be said of this, as Daniel Webster said of a Democratic platform in 1848:

"See nothing in it both new and valuable. What is valuable is not new and what is new is not valuable." The New York Sun recommends that the St. Louis platform be utilized as a cure for insomnia. Employed for that purpose, the "dope" might be of some consequence. It cannot be for any other use.

What Hetty Green Missed.

No, Hetty Green was not the wealthiest woman. She merely had the most money. There are a great many women who would not sell their youth, or their prettiness, or the noisest, kickingst baby alive, or even a husband, for all that Hetty Green had. It is often said by people with money that no one would envy the rich if it was generally known what they had to endure.

Most rich people believe the saying, by riding in expensive motor cars, wearing strange clothes, living in great houses, employing hordes of servants, and acting as though they really believe there was something unusually fine about them. But Hetty Green made no such pretensions. Being enormously rich, in the money sense, she was sincere enough to be, or, at least, appear, unhappy. The natural impulse was to be sorry for Hetty Green. Some day, perhaps, we will be sorry for all rich people, and then it will be just a few steps until we arrive at the millennium.

Increased Imports From China.

"For ways that are dark and tricks that are vain, the heathen Chinese is peculiar," but there is nothing peculiar about the fact that during the nine months ending March, 1916, China increased her hold on the American market 74 per cent, compared with the similar period ended March, 1915, because we have a Democratic near free trade tariff law on the books, and with a wage scale that wouldn't buy a package of smoking tobacco for an American laboring man, the Chinese find it an easy matter to unload on our market. We imported from China during the nine months ended March, 1916, \$47,790,000 worth of goods, compared with \$27,500,000 for the nine months ended March 1915. The Oregonians and Washingtonians got their share of these imports in eggs that were laid when the dodo was the barnyard fowl of old Cathay. As a Chinese restaurant keeper on the Pacific Coast was heard to say: "No can cache flied—can cache scrambled." They wouldn't stand the strain.

Free Trade has Glutted the Treasury.

Not only did the Republican tariff law protect American industry and American workingmen, but it kept the United States treasury in good shape. When Woodrow Wilson stepped into the office the outgoing Republican administration was able to hand over to him a handsome surplus to set up housekeeping for Uncle Sam. On March 31, 1913, there was a total balance in the general fund of \$184,500,000. Eighty million of that was set aside as a working balance. Democratic extravagance and the failure of the Underwood law as a revenue producer glutted the treasury in short order. At the end of March, 1916, outstanding claims against the government, unavailable assets, etc., amounted to \$140,433,000. McAdoo reported a balance at that time of \$126,745,695, which was \$13,687,000 less than these outstanding claims and unavailable assets. The Secretary of the Treasury has twice changed the system of government accounting in order to hide the condition of the treasury, and it is stated that another method of bookkeeping is soon to be adopted, in order to put up a bluff at the close of the fiscal year. And if a "working balance" should show up around the U. S. Treasury they would chloroform it and send it to Redfield's trade museum.

The Situation.

If a man were to witness a ruffian robbing his neighbor's house, assaulting a woman, murdering children and permitted it to go on unmolested, what sort of a citizen would he be considered? This is exactly the situation in Mexico. Ruffians to the south of us have been robbing, murdering and assaulting our neighbors and have even invaded our own yard and murdered some of our own family, and yet we are told, in the interest of humanity, that we must not interfere. The robbery and murders and assaults continue, and the man entrusted with the destinies of the United States Government for the past three and one half years has deliberately and persistently refused to put a stop to those crimes and has thereby accentuated the danger of our own country. This is the real issue in the present campaign for the election of president. The Republican candidate, Mr. Hughes, has promised that, if elected, he will at once put a stop to the disorders in Mexico, that he will lend the aid of the United States Government to the re-establishment of a stable government in that country and make it once more a safe place for human habitation. It is a crime against the Mexican people and the American people and against civilization to longer permit conditions to exist as they now exist in that country.

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