

What the Editors Say.

Dairymen complain about oiled highways. They say the oiled dust blows into the fields and effects the eyes of their cattle. Evidently there is a new problem to be solved.—Polk County Observer.

California asks everybody to eat a lemon a day. Oregon wants us to eat an apple a day and Mexico wants us to eat a crow a day. So what is a poor overburdened patriot to do.—Mt. Scott Herald.

Here's one of the Louisville Herald dug up in an exchange: "The driest story in the world"—an Irishman and a Scotchman were standing at the bar and the Irishman had no money.—Astorian.

Well, for the love of Mike! And now they propose a general tax for the support of Portland's Rose Festival, and a little while ago it was a tax to establish a steamship line to Alaska.—Hillsboro Independent.

When you read of sailors from the submarine Deutschland cheering the French ambassador as they passed him on the streets of Washington, you get a view of internationalism that you wish certain European rulers would take.—Telegram.

It is announced that England will deliver about \$400,000,000 in gold to this country within the next six months. And the banks of this country already hold so much of the yellow metal they scarcely know what to do with it.—Polk County Observer.

The prohibition party has met in convention and nominated a president, which reminds us that, whatever individual members may have done, holding conventions and making nominations is about all it ever has accomplished as a party.—Hillsboro Independent.

How raw of us with the barbaric thought to condone capital punishment in these days of enlightened civilization was the attitude adopted by the "humanitarian" press but recently. That was the press which said we were wallowing in the filth of obsolete barbarism. Yet listen today as they shout "There is no punishment too severe for the fiend of fiends who plotted and executed the bomb throwing in San Francisco." But we are in sympathy with their conversion.—Sheridan Sun.

There's a joke on the Salem Statesman. It recently said: "If Carranza would only shave off those whiskers we'll have more faith in him. To the average American, there's something in whiskers that breeds distrust. And yet—maybe Victoriano is wise. It might be a dead give away to cut 'em off. Many a bristling beard covers a retreating chin." The Statesman being a standpat republican organ is open to the suspicion that it would not wish to carry its theory as far as the head of the republican ticket.—Telephone Register.

Every town—and ours is no exception—has two distinct classes of citizens—those who live in the memory of their fellow men, and those who are promptly forgotten. The man who is energetic, persevering and keeps always in mind the welfare of the community in which he lives, will never need a marble slab to keep his memory green. The fellow who kicks and volleys his own home town, will die unremembered and his neighbors will not even think of him long enough to forget him. Say a good word for your town—and say it again. You would be mighty glad you live in Dallas if you would get out and see some of the other towns in various parts of the country.—Itemizer.

The Oregon Voter is launching a proposition to increase automobile license fees to \$20 and up instead of \$3 and up as at present. They figure that this would produce a fund of approximately \$1,000,000 per year, which would be the basis for a state road fund. This million dollars would pay the interest on an \$18,000,000 state bond issue, which would be used to construct hard surface roads over the state without increasing our taxes. The argument is that the autoists of the state get the most direct benefit from good roads and his additional fee would not be a burden to many of them and would put the state in a position to get some real results in the way of a system of state highways. The matter will probably be brought before the coming session of the state legislature.—Banks Herald.

Eighteen farmers in the vicinity of Boise have been "conned" neatly in sums ranging from \$15 to \$50 by a stranger, who told them how easy it was to buy goods cheaper from a cooperative store than from general merchants. The beauty of the whole affair was that the farmers were not called on for any money. Nothing of the sort. All that he did was to sign for the amount of goods he wanted and when this was paid his stock was paid. Killed two birds with one stone. Besides he was to receive profit on his stock. But things are not always what they seem. In a few days the signers received notice from the bank that their notes were due, come in and pay. Some surprise as none of the signers knew they signed notes. But they did, and in due course of time will be obliged to pay. The best plan is to patronize your home merchants, says an exchange.—Forest Grove News-Times.

A home without windows was built by the blind in a certain English community. Scientific heating and ventilation were provided. But architects and trustees reasoned that light was not necessary in a house of sightless people. Then they discovered that human beings, like plants, dwindle and die when deprived of the light of the sun. And they had to remedy their building and let in the sun rays to keep the blind alive. So the invention of the electric

light we have all treated sunlight with amazing indifference. In summer, especially, we spend much time, thought, energy and money in protecting ourselves from the sun. And in so doing we are often acting not much more wisely than the committee that built a house without light for the blind. In summer, for instance, we try to escape the sun, when we actually need its services in the cause of good health. So take your work and play out of doors as much as possible. Don't fear sun stroke. Don't be afraid of sweat and tan.—Toledo News-Bee.

Auto License Fees.

The increasing of the automobile owner's license is one of the most effective ways to raise additional funds for building roads. Oregon's fee for a 30-horse power pleasure motor vehicle is \$5. The license in this state is \$3 and up. It is not the lowest among the states of the union, for Texas charges but 50c, South Carolina \$1, Minnesota \$1.50; but Alabama fixes a fee of \$17.50; Maine \$15; California \$12; New Hampshire \$15; Florida \$10; Iowa \$12; Maryland \$15; Massachusetts \$15; New York \$12, until the average is \$7.25. The Oregon automobile license should be raised because the autoist uses the roads more than any other class of taxpayers; because the automobile tears up the road more than any other vehicle; because the present road problem is due to the automobile travel; because the auto owner derives more benefits and pleasures from good roads than any other citizen.—News Reporter.

How Oregon Has Been Looted.

Oregon people are now asked to engage in a letter-writing campaign to save the remnants of their land grant from confiscation. In other words, the citizens are to protect themselves against further spoliation authorized by their representatives in Congress. The Sinnott bill asks that the forty per cent proceeds of sale of the O. & C. land grant be expended in Oregon on Oregon projects. From sale of Oregon public lands, \$10,717,000 has already gone into the U. S. reclamation funds, and only \$3,671,000 of it spent in Oregon. In Oregon, 32 reclamation projects are mapped out that would require \$54,644,000 to complete them and not one project has been completed. Two Oregon Senators and one Congressman back the government conservation policies, while two Congressmen fight for state control. It will largely be added to the two-thirds of the area of the state already in forest reserve and untaxed lands. This has all been accomplished by politicians who appeal to the prejudices of the voter who is ever ready to swat the railroads.

The Eighteen Initiative Measures.

(Lebanon Critician.) July 6 closed the period in which measures can be placed upon the ballot by the initiative. There will be several of these measures again this year and it can safely be said that better results could be secured for the people if all the propositions were kept off the ballot and taken before the legislature where they could be thoroughly analyzed before any serious attempt is made to enact them into laws. So little heed is given to the preparation of initiative measures that they are more often than not simply the idea of one man, or at best a group of men interested, in enacting into law some particular theory that would result in their benefit financially, and under the guise of being legislation by the people secure something that is of real detriment to the state at large, and which, if it had been presented to the legislature for consideration could have never passed the first committee without the "nigger in the wood pile" exposing himself.

Public Service Corporations.

Bruce Dennis, editor of the La Grande Observer, one of the ablest newspaper men in the west, a Progressive leader and always a champion of the people's reforms and grange and labor propositions, reviews the situation of Public Service corporations and the conditions of the past. He admits that time has worked wonderful changes, from the old days when "the public be damned" was the rule with unwise managers, and cities and state legislatures with corporations as public enemies and says: "Who is to blame for this condition?" "No, not the public—not the consumer?" "Not the honest corporation, nor the honest man who directs the honest corporation." "We are speaking now of the square many men who are directing honest corporations and not the guilty slip-over on the public kind, of which there are some still in existence." "It is first of all, the selfish politician and selfish agitator who points to crooked work on the part of some particularly dishonest corporation and then classes all public utilities with the dishonest one. The public finds upon investigation of the dishonest corporation that the charges of the agitator are true and without further investigation places everything under corporate seal in the same class. The fireworks start, the howl grows louder and finally the public opinion gets in its work and honest investment is shattered. Earnings are decreased, damage suits of every description follow. And this is why the head that directs the public utility corporation of today rests uneasy." "Very recently we received a letter from a friend who is a man among men; who directs an honest corporation, and in that letter he said, 'being a public utility man now-a-days is very much like being a prize fighter placed in the ring with both hands and feet tied, and called upon to meet all comers with the principal rules of

the game being that no restrictions be placed upon the character of the attack, but the hog tied defender must fight according to schedule made for him by others."

"He is right to a very great extent. How many of us know that bill after bill has been introduced in the legislature for the sole purpose of making trouble for a public service corporation and without any thought whatever of doing good for the public. These are introduced by the same demagogue who raises a cry against all corporations because he finds one that is corrupt."

"The only thing for the corporations of Oregon to do is to join with the honest people who are not seeking office, nor trying to run party organizations and make a clean cut, open handed fist fight against the selfish politician, the blatant demagogue. Take the public into confidence and defy the traders to produce proof of the inflammatory statements made against all public service corporations, forcing them to specify just which one is meant in their charges."

"We believe the people are fair and when once the situation is correctly understood capital will be perfectly safe in Oregon and permitted to earn a proper return on the investment."

"There never will be an improvement until the agitator is squelched and the corporations openly appeal to the public for fair play which is due them."

Keep Cows Well Fed.

(By Prof. C. H. Eckles.) During the hot weather of July and August the milk flow of the average herd drops down nearly half. The heat and the condition of the pastures common at that time of the year are the main causes of this drop. The cows, generally blamed, are of much less importance than other conditions. The real cause is the failure of the animals to eat sufficient feed. Poor pastures, heat, and flies may all contribute to this result. It will be observed during the hot weather the cows will graze but little and come to the barn at night evidently hungry. To produce three gallons of milk a day a cow has to gather at least 100 or 125 lbs of grass. If the pastures are short and the weather hot, generally this much grass will not be gathered and soon the milk flow goes down.

The influence of these summer conditions cannot be removed, but may be improved. The main thing is to see that the cow does not lack food. They should be in the pasture at night and during the earliest part of the day. If the pasture is short, feed silage or green crops. It is well known to all experienced with dairy cattle that when the milk flow goes down once for lack of feed, it is impossible to bring it back to where it was before by better feeding later. To get a high production of milk during the year the cow must be kept at a high level of production all the time. For this reason do not neglect the cows during the hot weather and expect them to come back strong again when conditions become better in the fall. Keep them going all the time.

U. S. is Leading all Nations in Building of Trade Vessels.

For the first time in more than half a century the United States shipbuilding yards are more active than those of any other country, according to a statement issued today by the Department of Commerce, and the American output of the present year probably will exceed that of the rest of the world. Building in Japan is so active foreign contracts have been rejected in order to provide for the domestic demand for vessels. Since the outbreak of the European war, Germany has not issued statistics of construction of merchant vessels, and it is believed her shipyards are primarily employed on the construction of submarines and on other naval work. Norway's output of 85,000 tons in 1915 was the largest recorded and probably will be exceeded this year. The most complete records of the world's shipbuilding for a period of years, the department bulletin says, are those published by Lloyds Register, showing merchant vessels over 100 gross tons launched each calendar year, not including vessels built for rivers, barges and other unrigged craft.

For this reason Lloyds' figures are somewhat less than the government returns for the United States, the Netherlands, Germany and other countries with considerable river and canal navigation. The world's output of merchant ships during the calendar year 1913 was the largest recorded, and under normal conditions probably would not have been fully maintained for two or three years following. The returns below for 1914 closed with the end of July, so far as Germany and Austria are concerned, as those countries have issued no shipping reports since the outbreak of the war.

"The first five months of the war did not seriously affect the world's launching of merchant ships, outside of Belgium, France and Germany, although deliveries late in 1914 began to be slow in British yards. In 1914 the United States launched only 209,762 gross tons, compared with 276,448 gross tons in 1913, but the decrease was not a result of the war. The world's total in 1914, even with the central powers excluded for five months, was only 489,900 tons less than the world's maximum in 1913, and was above the recent average annual output."

Foible.

"What is it a sign of when one's lips itch?" asked the dear girl in the parlor scene as she lowered the blinds and seated her person on the end of a sofa built for two. "I don't know, I'm sure," replied the dense young man, as he folded his arms and tried to look wise. "But I presume it indicates some sort of a cutaneous trouble."

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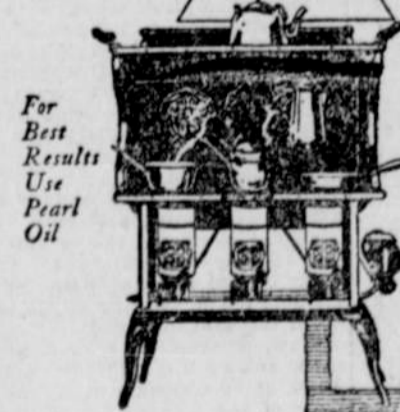
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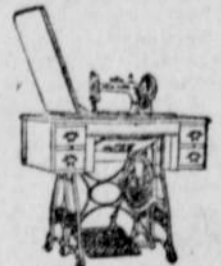
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