

FIRM TO MAKE GOOD.

Builder of First Big Steamer on Tillamook Bay is Optimistic.

(From The Oregonian.) Tillamook has made an encouraging beginning with its first ship for the Emergency Fleet Corporation, the firm of Feeney & Bremer holding a contract there for the hull of one steamer. The powers that be at Washington evidently awarded that on appropriation, and if on the ability of the builders to make good hinges more contracts, they may have a whole flock of them.

Mr. Feeney was in Portland Tuesday. Twenty-four frames were in place when he left, and 90 per cent of the frame material is ready. As Tillamook is situated in a vast timber zone and any lengths or dimensions are available on short notice, it is certain work on the vessel will not wait for material.

Labor Question Did Not Bother. Fortunately, the labor question did not bother the builders at any time. Ship carpenters were available there, many of them natives of Scandinavian lands, with experience in marine construction previous to coming to America. Of course there has been small boat construction under way at Tillamook, and those men had kept "their hands in" to an extent, and welcomed the opportunity to assemble big ships again.

In getting together a plant the builders did not meet with many of the vexatious delays experienced by some in other sections of the Northwest, through depending on Eastern manufacturers. One of the first steps was to ascertain where machinery of the kind they wanted was to be purchased from milling and mining corporations, and such gear as compressors and the like were located close at home and shipped to Tillamook, saving resulting both in time and money.

Barbare Bros' Contract Similar. The firm's contract with the shipping board calls for the delivery of a hull on a basis of \$85,711 a ton, deadweight, a total of about \$300,000. There is only one other firm in the Northwest holding a contract for a single vessel from the Shipping Board, that being Barbee Bros., of Tacoma, who took the contract for \$82,261 a ton, or \$290,000.

When completed the Tillamook hull will be towed here for the installation of the machinery. At least that is the expectation of plants which have filed proposals with the Shipping Board for handling such work. One machine shop here, which is working on orders for the Government, reports that no new contracts have been parceled out of late, so it is assumed the Shipping Board is withholding further orders until a survey of the lumber that can be delivered in 1918 is completed, after which more ship contracts are expected, also awards for machinery.

Allotments for Forest Roads.

The North Pacific District, comprising Oregon, Washington, and Alaska, will receive \$272,422 of the 1919 allotment of funds under section 8 of the Federal Aid Road Act which provides for the use of a million dollars of Federal money a year for ten years to build roads and trails within or partly within the National Forests, according to District Forester Geo. H. Cecil, Portland, who has just received notice from Washington that the Secretary of Agriculture has approved the allotments for the fiscal year ending June 30, 1919. Under this allotment Oregon will receive \$137,796, Washington \$92,565, and Alaska \$47,061. This is about \$6,000 in excess of the 1918 allotment for the District.

Because of National Forest land within their borders, twenty-seven states and the territory of Alaska share in the benefits of this act. The allotments are made on a basis of the area of National Forest land in the several states and the estimated value of the timber and grazing resources of the Forests.

In order to take advantage of these allotments it is necessary for the local authorities, either state or county, or both, to cooperate in the various road projects, usually on a fifty-fifty basis. The engineering work for forest roads is done under the direction of District Engineer, L. I. Hewes, of the Office of Public Roads, who cooperates with the Forest Service in its road building operations.

Secretary Houston has already approved the cooperative agreements for seven Federal Aid Forest road projects in the district—the Cooks-Colling road on the Columbia National Forest, the Republic-Wauconda road on the Colville Forest, and the Lake Quinalt road on the Olympic Forest, in Washington, and the Ochoeco Canyon road on the Ochoeco Forest, the Canyonville-Gatesville road on the Umpqua Forest, and two sections of the Medford-Klamath Falls road on the Crater Forest, in Oregon.

Funds to pay the government's share in the survey and construction of these roads have already been provided from the 1918 Federal Aid Road Act allotment.

Chester White Swine. I have a few bred gilts for sale, and also a few young boars, large enough for service. I must move these at a price that you should not miss so as to make room for my spring pigs. Joe Donaldson, R. F. D., 1, Tillamook, Oregon.

THE TRAIL OF THE SHADOW.

Emmy Whelen in Five-Part Role Photoplay at the Gem Theatre.

The English musical comedy star, Emmy Whelen, is the principal player in "The Trail of the Shadow," a five part Rolf production adapted for the screen by June Mathis from a story by Oscar Lund. The plot is romantic, most of the scenes being laid in the West among picturesque locations, is continuously interesting to be seen at the Gem Theatre next Saturday, February 2nd.

The character played by Miss Whelen is that of a mysterious girl who lives in a cabin by herself and sells her beadwork to the visitors of a large summer hotel in the vicinity. A wealthy young chap from the East falls in love with her, but she refuses to marry him and she will not explain her reasons. It develops that the girl's father had been robbed and murdered by his private secretary in revenge for being rejected by the heroine. The man fled to the West and turned outlaw. Sylvia, the girl, also left the East after her father's death. One day fate leads the murderer to Sylvia's cabin. There is a struggle and Sylvia is left insensible. When she recovers she finds a note that leads to her belief that the man has taken the most terrible revenge possible. The young chap from the East gets on his trail and makes him admit with his dying breath, that he has lied.

There is plenty of dash and incident in the story and it is well produced. Emmy Whelen's type of beauty is adapted to the screen. She is not a remarkable actress in serious roles, but is earnest and painstaking and has a winning personality. The supporting company is excellent and consists of H. S. Northrup, Fuller Mellish, Eugene Strong, Kate Blancke and Alice MacChesney.

"WILD AND WOOLLY."

Second Douglas Fairbanks Release Presented by Artcraft.

The secret is out! The best brand of wild riding, quick shooting, fierce fighting, Johnnie-on-the-spot cowboy is born and raised in New York City. This astonishing fact comes to light in "Wild and Woolly," the second Douglas Fairbanks release presented by Artcraft, to be shown at the Gem Theatre Tuesday, February 5. If you want to see a thriller don't miss this big feature.

It happens thus: Jeff Hillington a Manhattan-bred young man of rich but honest parents, whose greatest hero is the W. S. Hart type of cowpuncher, sets out to master the accomplishments in the way of riding, shooting and rope throwing that are always associated with this class of westerner.

Believing that the "Wild and Woolly" is still in the raw state so graphically depicted in the story and film of a certain grade, he yearns to take a trip to the land beyond the Rockies and steep himself in encounters with bad men, wicked Indians and all other terrors of the plains.

When the chance comes to satisfy his yearning he togs himself out in regulation cow-boy fashion and lands in a town that long ago abandoned its frontier habits and is now a sober, civilized community with all the modern improvements. Knowing young Hillington's Wild West craze and wishing him to give a favorable report on a railroad improvement for the town, the citizens of Bitter Creek prepare a reception that fairly oozes the local color for which Jeff's soul yearns. Indian raids, revolver duels and a train robbery are among the diversions on the program. Jeff is given his fill of an excellent counterforce of the real thing, after his revolvers are secretly loaded with blanks.

Then something goes wrong with the fun. A real bad man takes advantage of the masquerading to effect a real train robbery and to carry off the belle of the town, with whom Jeff is already in love. And right here young Hillington proves that he knows the West better than the dwellers themselves, and also that his correspondence school training is the only genuine sort. He pulls off stunts that must be seen to be believed, and rides, ropes and shoots his way straight to the heart of the abducted maiden and wins the unbounded admiration of the rest of the Bitter Creekers.

A cow in a clover field, a cat with a catnip ball or a monkey with a bushel of peanuts never had a more enjoyable time than the gloom-dispersing Mr. Douglas Fairbanks extracts from each of the situations in the photoplay. Most of these situations are not new, but the method of their working out is frequently novel and often exceedingly funny.

ROLLIE W. WATSON "The Insurance Man." Tillamook, Ore., Jan. 30, 1918. To Whom it May Concern:—

This is to acknowledge the settlement of my fire loss through your Agency this evening, which loss was sustained by me on Monday evening the 28th inst. It is with a considerable source of satisfaction with the promptness with which this loss was adjusted by Mr. W. M. Patterson the adjuster of the company.

Dr. L. L. Hoy. PROMPT ADJUSTMENTS "SERVICE SECURITY SAFETY" Your Insurance is Safe With This Agency—Both Phones.

This Was the Life.

George Walsh, star in William Fox's comedy-drama, "This Is The Life," had the time of his life in the making of the picture out on the coast. It was like having a vacation. George—just the kind of picture he delights in making. Perhaps that's why the picture is so good. This comedy drama will be shown at the Gem Theatre next—Thursday, February 7th.

The Highway Freight Train.

A highway freight train is being operated, by motor trucks, all the way from Akron, Ohio to Boston, Mass.

This freight line is called the Boston & Akron express, and it is operated by a tire manufacturing company. So successful has the experiment been that more trucks have been ordered so as to extend the service. The round trip is 1510 miles, and the scheduled time is less than a week.

Several truck trips have also been made to Washington with material for the government, and good time was made. On this trip from Ohio to the Atlantic coast, but 28 miles of unimproved road are found. This, it is estimated, gives more trouble than all the other hundreds of miles. It is the weak link in the chain.

This service has convinced many manufacturers, who have been studying it since it began last April, that the problem of economic distribution is going to be enormously helped by the country road, as soon as it is put into condition to accommodate highway freight trains.

The motor truck is on the way to relieve the railroads of some of the enormous carrying business that is now embarrassing them.

The iron truck has been doing splendid work and will continue to do it. But more and more it will be supplemented by permanent county road ways. The highway freight train has doubtless come to stay. Through routes will be quickly developed to supplement the railways, especially for short-haul traffic.

THE "EROICA" SYMPHONY.

A Musical Portrait of Napoleon as Beethoven Idealized Him.

The most notable example of a masterpiece with a political origin is Beethoven's "Eroica" symphony. General Bernadotte during his residence in Vienna in 1798 as ambassador from the French nation suggested to Beethoven the composition of a symphony in honor of Napoleon. At that time Napoleon was looked upon as the champion of freedom, the savior of his country, the embodiment of republican ideals, with which Beethoven was in thorough sympathy, and he willingly accepted the proposal.

Before the symphony was published Napoleon became emperor, and when the news reached Vienna Beethoven was violently angered. "After all, then, he is nothing but an ordinary mortal! He will trample all the rights of men under foot to indulge his ambition and become a greater tyrant than any one!"

With these words he seized the music, tore the title page in half and threw it on the ground. He never again referred to the connection between his work and Napoleon until news of the latter's death reached him. Then he said, "I have already composed the proper music for that catastrophe," meaning, of course, the funeral march. But the whole symphony, with its essentially revolutionary character, is a musical portrait of Napoleon as Beethoven idealized him.

Why 1881 Was Chosen.

In 1881 a so called prophecy of Mother Shipton's was in every one's mouth: "The world then to an end shall come In eighteen hundred and eighty-one."

A traveling tailor denied inspiration to this prognostic, nor, as now appears, was it remarkable for accuracy. But he went further. He demonstrated in the dust of the road why that exact date was chosen. Not only was it cabalistic, a multiple of nine, etc., but it was the only date available to Mother Shipton which in Arable numerals was the same backward, forward and upside down. Eleven hundred and eleven was past, and not till 1881 would the coincidence recur. The next Mother Shipton will select 8008, which is not tomorrow or next day.—London Globe.

Ant Strength.

An English scientist weighed a small ant and a dead grasshopper which it was dragging to its nest. The weight of the grasshopper was found to be sixty times greater than that of the ant. The force exerted by the ant in dragging the grasshopper along the road was therefore proportionately equal to that of a man weighing 150 pounds pulling a load of four and one-half tons or a horse of 1,200 pounds a load of thirty-six tons.

The Noblest Public Virtue.

That patriotism which, catching its inspirations from the immortal God and leaving at an immeasurable distance below all lesser, groveling, personal interests and feelings, animates and prompts to deeds of self sacrifice, of valor, of devotion and of death itself—that is public virtue; that is the noblest, the sublimest of all public virtues.—Henry Clay.

He Knew Better.

Gentleman—Why don't you get out and hustle? Hard work never killed anybody. Rastus—You're mistaken dere, boss. I've lost four wives dat way.—Boston Transcript.

BIG CORN CROP IS NOW MOVING

More Than 3,000 Million Bushels Raised in 1917—Gives Big Surplus.

SAVES WORLD FOOD SITUATION

America Beginning Greatest Corn Consumption in History, Using Cereal in Many Delicious Dishes.

Corn, America's greatest cereal crop, is now moving rapidly to market. More than 3,000 million bushels—80 bushels for every man, woman and child in America—were raised in 1917. It was a mighty crop. The actual increase is about 500 million bushels. And this extra store of grain is coming on to the market in the nick of time, since the American wheat surplus has been sent to help feed famine threatened Europe.

Just as it happened in the Colonial days, the War of the Revolution, and the Civil War, corn has actually become the nation's mainstay.

In the entire list of America's food commodities there is no item that is better than corn. In puddings, bread, corn pone, and as hominy combined with meat or eggs, corn is without a peer. Housewives are fast learning the large number of delicious dishes that may be made with corn and their families are benefiting by an increased use of the cereal. Corn, more than any other cereal, contains all of the elements essential to maintaining life and health.

In order that the fighting men abroad and in the army camps at home may be fed, and in order that actual famine may be kept from the nations associated with America in the war, the citizens of America are finding corn products delicious and palatable on "wheatless days" and glory in the fact that "wheatless days" here mean more wheat for the war worn allied nations in Europe.

England, France and Italy must be fed from America's great storehouse. They will get some corn—especially Italy—but most of their grain shipments must be wheat. Their ability to use corn is small compared to the facilities they have for using wheat. And it is the opinion of officials in Washington that the present is no time to try and change the eating habits of Europe.

America's greatest use of corn will be in the form of corn bread and corn meal, mixed with wheat in the making of leavened bread.

Mixed with 90 per cent wheat flour, corn meal can be used in bread making, producing a loaf more nutritious than bread baked with wheat alone. It is a fact corn millers will verify that dozens of the large American bakers have been successfully using a corn flour in bread making for several years.

Hominy grits, served at breakfast with a poached egg, or eaten at any other meal with meats or gravy, is another use of corn that will become unusually popular during the war.

Corn syrup to sweeten corn cakes, and corn oil for use in all kinds of cooking, are two more products that are already welcomed in thousands of American homes.

THE UNITED STATES FOOD ADMINISTRATION SAYS:

Food saving is in its essence the daily individual service of all the people. Every group can substitute, and even the great majority of thrifty people can save a little—and the more luxurious elements of the population can, by reduction to simple living, save much. This means no more than that we should eat plenty, but wisely and without waste.

Food Will Win the War

A LARGE part of the world is coming to the position that Belgium is in; coming to the stage where the primary and important thing in life is enough food to keep alive. Food has now taken a dominant position in the war. The American people must prepare themselves to sacrifice far more than was at first thought necessary.

The cold facts are: France, Italy and England have just enough food to keep them going ten or twelve weeks. When America's food shipments stop—the allied nations begin consuming into this slender store and begin a swift march into actual famine conditions—which would mean defeat in short order.

Europe then must live on America's surplus. Your saving increases our available stocks just that much and actually feeds some person in the countries with which we are associated in our war against the Central Powers. Our surplus wheat has already been shipped to the allies.

U. S. FOOD ADMINISTRATION

CONTINUING OUR GREAT ANNUAL MILL END SALE.

If we could only make you realise the extraordinary condition existing in the manufacturing and distributing industries today you would gaze with astonishment at the wonderful bargains we are offering in our Annual Mill End Sale. With raw cotton selling at over 32c. per lb. the fabrics on Sale today show a saving of any where from 33 1/2 to 50 per cent on the actual worth price.

We have absolutely no guarantees as to future deliveries so its decidedly to your interest and advantage to buy now from these Mill End Lots.

In spite of everything we have this year secured a greater variety of merchandise than ever before and much of it is being sold at

LESS THAN WHOLESALE COST TODAY.

- ACTUAL 25c. GINGHAMS. 31 inches wide. . . . Per Yard 17c.
ACTUAL 25c. OUTINGS. Dark Colors and Checks Per Yard. 19c.
ACTUAL 25c. DIMITIES. 36 inches wide. . . . Per Yard 19c.
ACTUAL 27 1/2 & 30c. MUSLINS. Fine Bleached. 36in. wide. Yard 22 1/2 c.
ACTUAL 35c. LONGCLOTHS. 36 inches wide. . . . Per Yard 26c.
ACTUAL 35c. PILLOW TUBING. 44 inches wide. . . . Per Yard 26c.
ACTUAL 75c TABLE DAMASK. 60 inches wide. . . . Per Yard 59c.
ACTUAL 50c. SHEETINGS. 81 and 90 in. wide. 2 1/2 yards for \$1.09
ACTUAL \$1.75 BEDSPREADS. 3/4 and Double Bed Sizes. \$1.49
ACTUAL \$1.75 BEDSPREADS. Double Bed Sizes Only. \$1.98
ACTUAL \$3 BEDSPREADS. Double Bed Sizes Only. \$2.39

There are Some Wonderful Bargains for those who will take Advantage of THE BALCONY HALF-PRICE SALES. Every Lady's Suit Half Price. Every Lady's Coat Half Price. Every Lady's Dress Half Price. Every Lady's Skirt Half Price.

Saturday Only Remnants---Half Price.

Hattom's

The Store that Sells for Cash and Selling for Cash---Sells for Less.

Two per cent discount given on all purchases. Take your discount and see how much you will save by trading with a Cash Store.