

ADVERTISING RATES.

Legal Advertisements.
 First Insertion per line \$.10
 Each subsequent insertion, line.05

THE TILLAMOOK HEADLIGHT.
 F. C. BAKER, Publisher.

Editorial Snap Shots.

Senator Kenyon hit the nail squarely on the head when he said in Portland on Monday, "I don't want anything in my home made by the hands that have bayoneted babies and cut off women's breasts to carry away as souvenirs! There's a place for goods that are marked with 'made in Germany', and if I wasn't a preacher's son I'd say let them take these goods and go to hell with them."

We notice that several of the German generals, since the last drive in Flanders and France, are advocating imposing a big indemnity on the allies. No doubt this is done to cover up if possible, the great loss of life the German army sustained in its endeavor to break the English lines. We don't think Uncle Sam is troubling about raising money for an indemnity.

It looks as though somebody succeeded in delaying the construction of air planes in the East, for after reading the editorial from The Oregonian, which appears in another column, some of the "higher ups" have either a yellow streak or are woefully incompetent to manage that department. But not only is it a willful delay in producing airplanes for the United States army in France, but millions upon millions of dollars have been wasted. No wonder the government needs so much money if all departments are being run in that kind of incompetent and extravagant manner.

A person in Germany no matter how competent to speak on the cause of the war, is liable to be arrested and condemned for treason. Prince Lichnowsky was the German ambassador at London up to the time of the outbreak of the war, and because he published some of his secret memorandum which strongly criticized the German foreign policy, is to be tried by court martial. He was in a position to know how England tried to avoid war, but the German war lords want him disposed of, for if the German people were permitted to know as much as he does as to who started the war they would soon change their opinions about England and the other countries starting the war.

Geo. B. McLeod, representing the Hammond Co., was in the county last week and we are glad to make the announcement that the Hammond Co. subscribed for \$5,000 worth of Liberty Bonds in this county. We are also glad to say that Mr. McLeod came to Tillamook in real good, intelligent company, for Mrs. McLeod accompanied him, which was a wonderful improvement over the swelled up Douglas pup that used to trail around with him whenever he came to Tillamook. We hope Mr. McLeod went over the Bayocean road as far as the ship yard, for we are sure if he did so he would have to admit that what money was expended on that road was a good thing, for it won't be many moons before vessels will be building there to be used to ship timber from this county.

There is not the least doubt but what a great sacrifice in life will take place on the Western front this year, and man power is going to figure large in the outcome of the war, as the recent drive was a grim race to determine whether German man power was sufficient to make good the threat to annihilate the British army and force its capitulation. Having failed in this it is only natural to expect that other drives will be made for the same purpose, and that Germany will use all its man power possible to overpower the manpower of the allies. This is how we have the situation sized up, every battle Germany gets into she is that much weaker in man power, and the more drives she makes will bring the war to a close that much sooner, for the allies are going to win the war. The German military staff know this as well as we do, but they hope to win the war on some sudden effort, such as the recent drive.

No doubt a large number of persons in the United States are wondering why the Irish in Ireland are opposed to conscription, when the United States and Canada have done so and are doing their bit to win the war. It is the Irish agitators who have a yellow streak, men who grow rich by money subscribed in the United States for what is called the Home Rule question. Whenever Irish agitators come to the United States in future for the purpose of raising a "pot" so that the Irish agitators can live in luxury, the government should prevent it and place them in detention camps, for that is where they belong. Men in the United States are willingly obeying the call of the government and risking their lives—a large number of whom have been shot down and died for freedom, and there is no reason why conscription should not be enforced in Ireland as well as other countries. From what can be gathered from the news from Ireland most people in the United States came to the conclusion that the Irish

leaders who have been advocating Home Rule for so many years are slackers of the worst character, with a bad streak of yellow.

The chickens are coming home to roost in Bro. Trombley's political barn yard. A few years ago he was shouting his head off in favor of the Oregon system, especially the initiative and referendum clauses and everybody who disagreed with him were called "standpatters." Our respected Bro. did not have the sense to see how persons could invoke the initiative law to satisfy their spleen and do other citizens an injury. The scales have dropped from his eyes and he begins to realize what a fool he made of himself and in calling Republicans "standpatters." At the last session of the state legislature a bill was introduced for the purpose of establishing a rate for legal advertisements. The matter was thoroughly discussed from all angles in committee, and a rate of five cents per line was agreed to. For some reason Jackson, of the Portland Journal, seems to want to play the role of a big bully and dictator for the purpose of financially injuring the country press. A bill was initiated to reduce the legal rate, to be voted on, voted upon at the primary election. The Polk County Observer, in discussing the measure says: "Then along comes Charley Jackson, himself an ex-county publisher, a suddenly rich jackass with a nut in his head and a burr under his tail." And this was the jackass that Bro. Trombley took his political gospel from and freely quoted a few years ago, who now wants to dictate what the newspapers shall charge for legal advertisements. And if Jackson succeeds in inducing enough persons to vote for the measure, Bro. Trombley will be up against it good and hard to meet his financial obligations.

The Airplane Mismanagement.

The Oregonian, in a leading article on Tuesday, throws some light on the delay in getting out airplanes. It says: The first Bristol fighting plane turned out by the Curtiss Company made its test flight in the first week of April at Buffalo, N. Y., and was wrecked in landing. That was the first fruit of an enlargement in the plane which was begun on July 27, 1917, and was completed on November 2, and in which \$9,000,000 had been invested. The company could have made 300 fighting planes and 1000 bombing planes before July next if it had been allowed to go ahead. It had employed 11,000 men who were literally straining at the lash. It had placed a man in charge who had succeeded at big production. The factory and the men have been making time on the big job while they did odd jobs to keep going, and the production man has resigned, broken in health and disgusted with the frittering away of his patriotic efforts.

That is in substance the story told to the New York World by William A. Morgan, who became vice-president and production expert of the Curtiss Company. He had just sold out a big business in which he had cleaned up millions, and he had no motive for accepting the offer from the Curtiss Company other than a patriotic desire to help in producing a great fleet of airplanes, for he gave his entire salary from that company to the Red Cross, and he personally borrowed \$4,000,000 to start construction of the new factory. Nearly all of this effort was wasted, because the misnamed Aircraft Production Board pursued a policy of "change, change, change," under which, before the company got to work on one design, a new one was adopted. When the \$640,000,000 appropriation was before Congress the members of the board said they would give a contract for 3000 pursuit and 1000 bombing planes, to be produced between January 1 and July 1 of this year. The company went ahead with its new plant, "staking everything on the word of the Aircraft Board." The contract was signed on September 10, but a few days later was changed to provide for 500 heavier bombers. The plant was completed on November 2, ready to go ahead with a \$30,000,000 contract, but on November 7 the board canceled the contract "because of the first of the many, many changes in design."

Production could have begun in December and could have attained a rate of 500 a month in January. But the original design for the fighting plane was a single-seater French machine, and the Germans had used a double seater with two guns, so the board changed to the Bristol, an English two-seater, but it did not give orders to go ahead. It ordered literally hundreds of changes, seizing "any idea that came from abroad" and giving "no encouragement to American companies and American designers to produce something of their own." It has been a mere "copycat" making changes each of which involved many other changes which postponed actual production to an indefinite future. Mr. Morgan sticks up for the American manufacturer and says: "We Americans can—and will if permitted—turn out as good airplanes as Germany does, and a great many more than Germany can turn out. We can produce enough to blind the kaiser's armies if the authorities will let us go ahead. "It is no trick to turn out airplanes by the thousands—and I believe they will win the war—if the authorities will only decide what they want. But they hadn't the last I heard." Asked what was the remedy, Mr.

Morgan answered: "Stop tinkering and let the manufacturers alone." There would have been 100 battle planes in France at this time if the board had let things alone. He strongly favors a separate government department to take hold of the aircraft situation, get down to business and turn out planes instead of only designs.

This story corroborates all that has been said already of what is the matter with the aircraft program. The men in charge were afflicted with mental blindness to the real nature of the task before them. This was to produce quickly the largest possible number of airplanes capable of immediate use in fighting. They set about designing the ideally perfect plane, no matter how long a period it might take, assuming that the Germans would courteously suspend the war until the United States got ready, or that the allies would hold the Germans at bay until that indefinite time. They acted not like men who were equipping a nation for a war to be fought in the years 1917 and 1918, but like men who are engaged in scientific research for some abstract secret of nature. They are in the same class as the man who delayed three months after adopting the Browning gun before they let contracts and who fiddled around with interchangeable parts of the Enfield rifle.

The aircraft job needs the executive direction of one man, vested with as full authority as has been given to Mr. Baruch over the War Industries Board—a man who makes prompt but sound decisions and who does not change designs until that can be done without appreciably delaying production. If it is not done, our preparations for this war may not be completed until the time has come for the next war, though our hope is to make so satisfactory an end to this war that there shall be no next, at least of such proportions.

"Cost-Plus" and Labor Unrest.

One of the major causes of labor unrest is the cost-plus system of letting war contracts. Employers have taken the position that they must be given generous financial incentives if they are to do their best work for the country. When the workers follow this cue and demand equally generous financial guarantees, they are denounced as selfish and unpatriotic. The fabulous sums which the government has allotted to these cost-plus concerns is breeding a pernicious industrial morale. It has become notorious that the hearing before certain of the wage adjustment boards are shockingly one sided when plants operating on the cost plus basis are involved. The workers make more or less arbitrary demands, inspired by the belief that they are entitled to as substantial incentives as their employers; the employers assume a strangely indifferent attitude toward such demands on the apparent theory that since the government pays the bills and since their net earnings increase with each increase in the cost of production, they have no vital interest in the matter. The resulting atmosphere of rank profiteering is one of the most fruitful sources of vague discontent and halfhearted productivity.

Week's Program at the Gem.

Friday, April 26—"The Desire of the Moth" five reel Bluebird photoplay featuring Ruth Clifford and Monroe Salisbury. These two players will be recalled as taking the leading parts in "The Savage." They are good, don't fail to see them. "Pendleton Roundup"—in three reels of thrills and action. Broncho busting, bull-dogging and every kind of sport known to the people of the range will be shown. Adults 20c. Children 10c.

Saturday, April 27—"Under suspicion" five reel Metro production featuring Francis X. Bushman and Beverly Bayne. A picture of the usual high class in which you find these two celebrated players. "The Count"—a two reel Charley Chaplin comedy.

Sunday, April 28—"The Son of His Father"—five reel Paramount production featuring Charles Ray. A story of a dissipated son whose father is a millionaire railroad man. A dispute, a bet and the young man proves his mettle.

Monday, April 29—"Arsene Lupin," five reel Vitagraph production featuring Earle Williams. World renowned crook, gentleman burglar and super-criminal. Arsene Lupin had gained the reputation of being the most slippery, cunning and crafty thief on the continent.

"The Fighting Trail"—Episode No. 15. (Out of the Flame).

Tuesday, April 30—"The Man From Painted Post"—five reel Arteraft photoplay featuring Douglas Fairbanks. See display ad on another page. Adults 20c. Children 15c.

Wednesday, May 1—"A Daughter of Maryland"—five reel Mutual production featuring Edna Goodrich. "And Along Came Mary"—one reel comedy featuring Billie Rhodes.

Thursday, May 2—"Heart of Romance"—five reel William Fox production, featuring June Caprice. "Roaring Lions and Wedding Bells"—a two reel Fox comedy featuring several of the most celebrated comedians. Adults 20c. Children 10c.

The MILKER that SPARES the COW.

Free Service Guaranteed.

The Success Milking Machine Co. guarantees and agrees to the original purchaser and user of the Success Milker Free service on milk chambers and valves during the lifetime of the machines in case there should become a defect in the valve or valve chamber by accident or otherwise that would have a tendency to effect the efficiency of the Success Milker; the purchaser to pay the transportation or postage to and from factory.

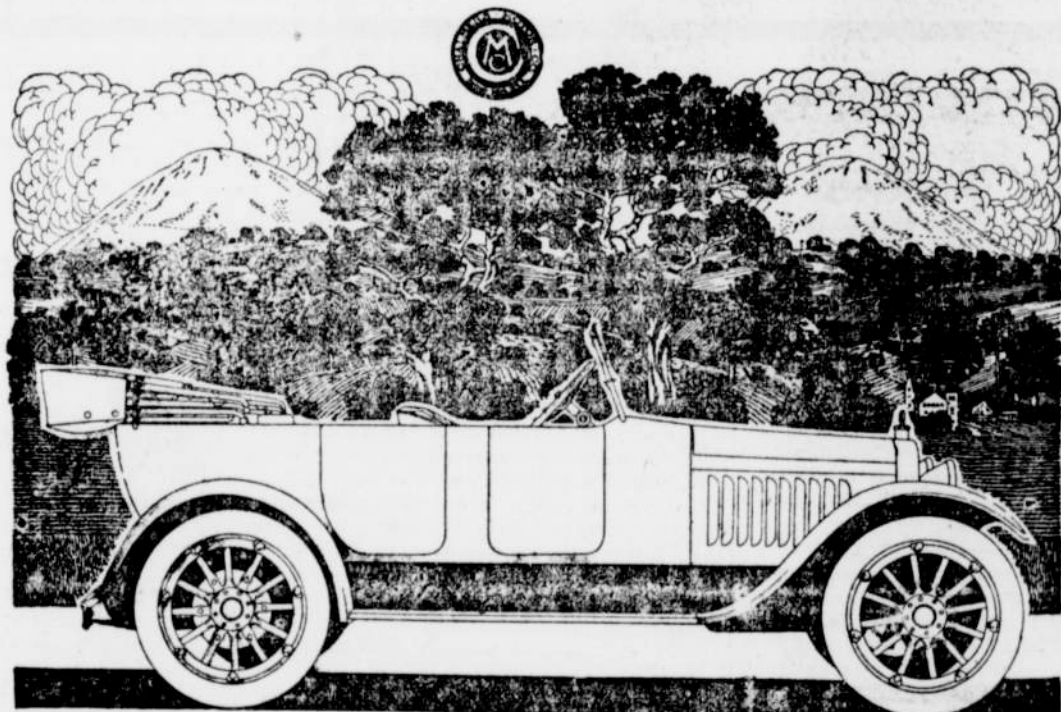


Let Us Figure with You.

If you want a milker that will save you time, labor and money, investigate the Success. If you want to keep your cows in prime producing condition you can't afford to take chances with a milker that does not operate on the open valve principle with perfect automatic release of vacuum during one half the milking period. The Success Milker has solved the problem of mechanical milking. It's easy to work with, efficient, economical and easy on the cow. Once use it on your herd and you'll never be willing to go back to any other method. See us and we will give you price of the size of outfit best suited to the number of cows.

This Simple, Practical Milking Machine is a Real "Success."
W. KUPPENBENDER, Agent.

An engine that lures power from gas and sets it down minus jerks, vibrations, into a softness of action that has never been surpassed; "Hot-Spot" and "Ram's-Horn" Manifold (Chalmers devices) are responsible



The perfect engine is the one that takes from gas all the power that's there; and gives it up to you either brutal, or violent, or soft, as you wish.

That's the Chalmers engine, now recorded all over America as a great engine, which comes closer to reaching 100% of efficiency than any motive device yet designed.

"Hot-Spot" and "Ram's-Horn" Manifold are responsible. The first named beats up the gas, "cracks it up," "pulverizes" it, gets it into wonderful shape for ignition, and then the "Ram's-Horn" Manifold with its "easy air bends" tosses it gently into the combustion chambers.

So that after the flash of the spark plug there is so little residue, so little waste, so little power escaped into the exhaust as to be scarcely worth while mentioning.

But the kind of power is a new power—a gentle, soft power like the "iron hand in the velvet glove" that entices you beyond words once you experience the thrill.

TOURING CAR, 7-PASSENGER	\$1538	TOURING SEDAN	\$1590	TOWN CAR LANDAULET	\$2075
TOURING CAR, 5-PASSENGER	\$1488	CABRIOLET, 3-PASSENGER	\$1775	LIMOUSINE, 7-PASSENGER	\$2725
STANDARD ROADSTER	\$1485	TOWN CAR, 7-PASSENGER	\$2725	LIMOUSINE LANDAULET	\$3025

ALL PRICES F. O. B. DETROIT SUBJECT TO CHANGE WITHOUT NOTICE

Dealer, D. L. SHRODE.

First Class Job Printing