

It is Vitally Important that your Motor Trucks Keep Moving~

GOODRICH TRUCK TIRE SERVICE



With this Local Service Back of You, it can be done

THE railroads are swamped, munitions must be moved and the world is hungry.

Obviously the solution is the employment of every motor truck we have and can build.

But a motor truck indifferently equipped is as insecure as an indifferently equipped army.

A motor truck equipped with Goodrich Truck Tires is forearmed. Goodrich Truck Tires of the De Luxe type give what no other brand does—an extra-depth of tread rubber.

De Luxe gives you more rubber where it is most needed. It gives you security against road shocks and vibration. It is plain that there are thousands of miles of service in that tough, wear-resisting tread before it reaches the level of the ordinary new tires.

With the splendid facilities we possess at our truck tire station we can press on a tire that will keep your truck where it belongs—on the road, in the nation's service.



ACKLEY & MILLER

Tillamook,

Oregon

Distributor of Goodrich Motor Truck Tires

Protection from every form of loss



from a strayed parcel

to a burned block

THE wonderful thing about Hartford insurance service is its scope. It provides against losses you never think of until they happen to you. You will never know that you could have been saved from the consequences of them unless you talk to this agency today. Every loss of property can be measured in money. The loss may be caused by fire, accident, sickness, theft, storm, carelessness, circumstances. All these have been foreseen and provided for

by some form of Hartford policy. Fire comes first as causing the greatest losses, but is first for that reason alone. Some other form of fatality might be far worse for you than a fire. Do not learn these things after they happen. The two Hartfords can protect you on all sides. The policies will surround you with an interlocking coat of mail, leaving no unprotected point. This agency will be pleased to explain the complete protection offered by the



INSURANCE Service OF THE TWO HARTFORDS

For over one hundred years the Hartford Fire Insurance Company has paid losses with unfailing promptness. The same responsibility is behind the Hartford Accident & Indemnity Co.

ROLLIE W. WATSON, the Insurance Man, Tillamook.

What the Editors Say

Instead of sugar, use cane, corn and maple syrup, honey, molasses and fruit syrups. To sweeten your cereals serve with syrups or sweet fruits, such as raisins cooked with the cereal. Use these sweeteners to make desserts, honey or corn syrup for a delicate flavor, and molasses or sorghum for a stronger one.—News-Times.

The congressional investigation of the airplane scandal has accomplished some good. At a late meeting of the house military committee it was announced that more than a thousand DeHaviland fours had been shipped to France. The news was the most cheering the committee has heard since the beginning of the war.—Telephone Register.

Speaking of doing things, why should the Fourth Liberty Loan be spread over a week or two and public-spirited citizens be obliged to comb the country and yank reluctant ones into the limelight in order to meet the quota? If every citizen will sit down this week and figure out just what he can give—and figure it right with no pinching—and then either notify their banks of the amount they will subscribe or be ready when the solicitor calls, the loan can be put over in a day, and that day should be the first one of the loan period and not the last.—Independent.

Arizona shows 85 murders in 18 months after abolition on capital punishment, as against 36 murders for 18 months before abolition of hanging. A bill has been initiated to restore the death penalty and the campaign brings out the sheltering facts with one county not reporting. The record is complete except as to one county, which did not reply. The number of murders increased in every county reporting. There is nothing in the record, except in possibly one county, to indicate that an unusual circumstance affected the figures such as a riot or local feud. Does not the suspension of the death penalty and sentimentalism in dealing with crime make life and property unsafe?—Sheridan Sun.

One of the current questions is "where shall we send the kaiser?" Here is a suggestion that is not bad: Fasten one end of a cable around William's neck, the other to the stern of one of his U-boats, take the rudder from it, start the craft south from the north end of the south Atlantic with a full head of steam and a clear track. In plain view on the stern of the boat have painted the pictures of the sinking of the Lusitania, the hospital ships, the bombing of Red Cross hospitals, the destruction of churches and other sacred and cherished buildings, of the destruction of Belgium, the millions of widowless and fatherless children and mistreated women. All this would be only a soft sepyr on a midsummer evening compared with the cruelties and suffering the kaiser has heaped upon the nations of the world, for which a just punishment is beyond the power of man to administer.—Telephone Register.

Governor's Message to the Workers of Washington.

Governor Lister's message to the workers of Washington simply calls them to a performance of their duty. "Do more. When you decide you have done a day's work, bend more closely to your task and produce just a little more. When the boys come home I want every person to go down to the station to share in the welcome and to be able to say, 'I have done my full share to achieve this happy event.'"

The workers who remain at home in safety and comfort only to put less effort into his daily work than he was putting before the war is a slacker. The worker who plods along with the oldtime daily output is a "neutral" The man who will not work at all is a pro-German.

The bare fact that a man is working in a wartime industry is nothing to his credit. If he is in a war job he is getting good pay—better pay than he ever got before, and if he is not putting a high patriotic purpose into his job—to speed up production and work harder than he worked before—he will not be able consistently and conscientiously to say when the boys come home, "I have done my full share to achieve this happy event."—Spokesman Review.

Penny Wise.

If Fuel Administrator Garfield looked about him he would see gross inconsistencies. The new order asking for the voluntary limitations of the use of pleasure automobiles on Sundays brings forth this observation. A Wall street banker travels back and forth between home and office on a Rolls-Boyce. This is only one of the high priced automobiles at his service. The round trip covers 60 miles. The Rolls consumes about one gallon to six miles, and each round trip takes 10 or more gallons. For six working days at least sixty gallons are consumed. At 27 cents a gallon the cost is \$16.20. A clerk in the financial district maintains a Ford. He goes to church on Sunday, and is wont to give his family a Sunday afternoon outing. He travels about 60 miles on Sunday at the rate of 20 miles a gallon. The clerk consumes 3 gallons a week at a cost of

31 cents. Fuel Administrator Garfield's order says, in effect: It is highly consistent for the banker to consume 90 gallons during week days, but the banker's clerk must under no circumstances consume three gallons on Sunday.—Wall Street Journal.

The Meat Dollar and Meat Profit.

There is this further word to be said about the federal trade commission's attack upon the meat packers. In all this mass of accusation of conspiracy, obstruction of trade and competition there is no charge that all the profits of the packers raise the price of meat to the public by one cent a pound. We think this is a fact which should not be lost to view. It does not relieve the packers from charges of conspiracy or of monopoly or of endeavoring to obstruct the government's investigation. These are matters which ought to be dealt with by the department of justice. If the packers are guilty of these charges they ought to be dealt with to the limit of the law.

The real prejudice, we believe, against the packers is that they possess a power over the pocket-books and the food of the people which no five men ought to possess.

In defense of the packers it is stated that for every dollar they receive 90 cents goes to the producers of live stock, 8 cents are consumed in transportation, killing, dressing, packing, distributing and selling the meat, and 2 cents remain as profits for the packers. But all that is statistical. What will interest the average person more is that the federal trade commission avers that the five large packing companies control 60 per cent of the total meat trade of the country and half of all the meat consumed by the allies, including South American beef. Such power exercised by five packers may be anti-social. That is a question for the people through congress to determine. The federal trade commission ought not to be bothered with it. New York Tribune.

Trucks Haul Themselves After Getting Off Ship.

Automobiles of all types are arriving in quantities for the use of the A. E. F. and almost as soon as they are landed from incoming steamers they are assembled, tested, turned up and started inland to begin service says the Stars and Stripes. Among the features of the activity at the base ports are the big assembling stations for the reception of gas vehicles.

Automobiles and trucks usually arrive 95 per cent complete. Putting them in commission entails only mounting the wheels, attaching the top, installing the seat, or some such job, and putting the engine in running order. One assembling station—Motor Reception Park "A" of Base Section No. 2—has been for several weeks turning out a daily average of nearly 50 trucks, 30 pleasure type cars and a smaller number of motorcycles. The work is being done by the motor transportation corps.

Steel bodied trucks for the ammunition trains and four wheeled trailers which look like a European railroad car and are not much smaller, for the supply trucks, are two of the types of freight vehicles arriving.

All automobiles go to their destination under their own power to save space in the railroad cars, the trucks, always in addition proceeding from the coast loaded with quartermaster or ordinance supplies. These are dispatched in groups of two or three score each and move across country with the regularity of a railroad train. They have a certain route to take and a certain distance to cover each day.

A Badge of Shame.

"In spite of the fact that this little town of 300 population has 62 stars in its service flag, we have a few slackers and pro-Germans, some of whom have never given a dollar to the Red Cross nor bought a thrift stamp, let alone a Liberty Bond."

This letter, from the editor of a paper in California farming district town, brings up anew the advisability of making a "Badge of Shame" a prominent factor in every community for the making of those whose miserliness or enmity of American ideals leads them to refuse to bear a hand in the popular war financing program.

"He who is not for is against us." The man who is not actively supporting the coming Fourth Liberty Loan, and preparing to take bonds to the limit of his resources, is a man who needs searching questioning at the hands of the patriotic members of the community charged with the success of the loan.

Those who Americanism is deep, broad, and real enough to make them glad to sacrifice personal interests and plans for the good of America and Democracy find in the deed its own reward. Nevertheless, they have in previous loans, and will in future loan campaigns, receive public recognition by the inclusion of their names in public "Honor Rolls."

Those who, being able to, do not subscribe to Fourth Liberty Loan Bonds, should not be allowed shelter under the cloak of silence. Their names should be broadcast as worthy of a place on the "Roll of Dishonor." And along with their names should be the names of those who camouflage enmity to the loan or lack of interest in its success under a subscription far less than they are able

comfortably to make. The man who buys a fifty dollar bond when he could take one for a thousand dollars is not worthy of the name American.

One Safe Bet is the Farm.

There is one safe bet. That is the farm. Whether times are bountiful or extremely lean, people must eat to live. And the only means whereby they can eat, no matter how much returns in the way of manufacturing wares they pile up, is for the farm to supply the food. Food comes from no other source than the earth. It is, therefore, safe to say that the person who feels misgivings as to the future, who is in doubt as to just where to turn, can make no mistake in reverting to the land.

Of course, there is a patriotic consideration involved in any change of employment or production right at this time. Men engaged in essential enterprises for war, must remain there; it is their patriotic duty to do so because they are skilled in a work that means so much to the country as the work of the soldier upon the field of battle.

But there are countless others who are engaged in non-essential work who are financially able to purchase and operate farm lands. They should do so because they are making an altogether safe venture and are converting themselves from non-essential producers into essential producers. When added to the patriotic motive is the fact that they thereby are getting into what promises to be the greatest and most profitable industry of the next half century, it would seem that the call of the land should prove irresistible.

No matter how humble the start, the man, especially the young married man unfit for military duty who devotes his efforts to improving a small farm is certain to prosper in the end, no matter whether the industrial world is inflated or depressed when peace comes. He cannot lose. Now is the time to buy land; now is the time to cultivate land.

There is no more patriotic way to aid the government, if you cannot assist directly in the war, than by helping feed the world and the only way to help feed the world is to turn to the farm.

State Advises on Marriage.

Giving advice to those about to marry is the latest activity of the state of Minnesota. The state board of health has issued a booklet under the title of "Marriage and Engagement," which, while not pretending to be a compendium of the lore, yet contains many gems of wisdom that many a couple would do well to heed. It bears the seal of the state and is circulated at state expense. Its author is not revealed. Here are some excerpts from it:

A young woman appears at her best in the presence of a man, especially if she likes him. A man, especially a young man, appears at his worst in the presence of a woman, particularly if he likes her.

A woman should never marry a man to reform him. If she just must marry that kind of a man she should make him reform first and make him prove it, too.

Neither man nor woman should marry under 20 years of age. After that the sooner the better.

Engagements shouldn't be too long, they promote late hours and extravagant expenditures for clothes, gifts and entertainments.

Engagements shouldn't be too short, these sometimes lead to unwise unions.

A couple may safely wed if the man has an income of \$50 or \$60 a month and he has saved up \$200 or \$300.

A young man ought to know that sometimes young women put on the behavior best suited to win, whether or not that behavior has anything genuine back of it. A young man thought wealthy is especially liable to be caught in this trap.

Executor's Notice to Creditors.

Notice is hereby given, that the undersigned, Adam J. Schmelzer, by an order of the County Court for Tillamook County, Oregon, duly made and entered, has been appointed Executor of the Estate of Laura I. Chance, deceased, late of Tillamook County, Oregon.

Notice is further given that all persons having claims against said Estate must present the same to the undersigned at Beaver, Oregon, duly verified with proper vouchers, within six months from and after this date.

Dated September 12, 1918.

Adam J. Schmelzer, Executor of the Estate of Laura I Chance, deceased.

Experience the Best Teacher.

It is generally admitted that experience is the best teacher, but should we not make use of the experience of others as well as our own. The experience of a thousand persons is more to depend upon than that of one individual. Many thousands of persons have used Chamberlain's Cough Remedy for coughs and colds with the best results, which shows it to be a thoroughly reliable preparation for those diseases. Try it. It is prompt and effective and pleasant to take. For sale by Lamar's Drug Store.—Pd. Ad.