



TRADE IN TILLAMOOK

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The First National Bank TILLAMOOK, OREGON

Unusual Times

WE ARE facing the most extraordinary situation in the history of our country. Never before have so many new problems—so many demands for re-adjustment—thrust themselves upon men and women for settlement.

Things big with fate are happening and we must know how to adjust our business—our homes—our personal lives to the new conditions.

This bank publishes a Monthly Bulletin Letter that represents a very unusual service at this time. In a clear and general way these Bulletins present the pith of facts that influence your welfare.

This is one of the ways we are helping our friends and customers to meet the demands of the present and assisting them in their plans for the future. We will gladly mail future copies regularly to anyone free for the asking.

Tillamook County Bank Tillamook, Oregon

Says Spanish Flu Resembles Black Fever.

That the Spanish Influenza resembles in great part the black fever, prevalent at certain periods of the year in India, and southwestern Asia is the opinion of certain medical authorities, who met in conference in Philadelphia recently.

Tillamook's Heroic Corporals.

Battery A, 4th Regt., F. A. R. D. Camp Zachary Taylor Ky., Dec. 9th, 1918. F. C. Baker, Tillamook Oregon. Dear Sir.—The following narrative found birth in this Camp and Corporal Petel L. Kuppenbender and Emil M. Wooley take great pleasure in advancing it to their home town paper for publication.

PERTINENT REMARKS.

With Colonel House over there and Colonel Lewis over here the administration is worthily sustained on both sides of the Atlantic.

Paris is going to entertain shortly a few kings and queens, and if we read the papers aright, a number of jacks and a few two-spots.

Southern politicians don't care what is done at the peace conference just so no effort is made to compel the abdication of King Cotton.

It may be that the reason that the people did not think well of Jesse James was that he did not know enough to hire a good press agent.

Woodrow's appeal did sorely vex us; We dealt the same a solar plexus; And, in an ending almost tragic, The name of "Wilson" lost its magic.

Admiral von Tirpitz, upon entering Switzerland, shaved off his long, flowing whiskers, from which we take it that he has no intention of joining the bolsheviks.

We insist that the constitutional rights of the senate should be maintained. The members should be permitted to read the treaty of peace before they ratify it.

The plan now is for the administration to take over the wireless telegraph lines too. It will soon be that a fellow can't even talk in his sleep without having the results recorded in a federal dictograph.

"A great work greatly done", is George Creel's description of the achievements of his bureau. The greatness of the work is only surpassed by the magnitude of George's modesty in talking about it.

Why not arrange to pay the passage of the people who like bolshevism better than Americanism to Moscow, where they can feed on husks with the other swine until they get a stomach full?

The announcement is made at Washington that the U. S. Employment Service, "has increased its efficiency nine hundred per cent, by increasing the number of employees on its rolls from 100 to 1,000."

This talk about President Wilson not advising with the Senate about the peace treaty is all bosh. He dropped in at the capitol on his way to the boat to tell 'em just how it was all going to be, didn't he?

The old term "British free trade" isn't half strong enough to describe the Democratic tariff policy, for Great Britain is collecting \$10.22 per capita in customs yearly as against \$1.70 per capita in the United States.

Just before retiring, Secretary McAdoo recommends sweeping increases in salaries for all the office holders under his jurisdiction. There are a lot of folks in this world who are mighty generous with other people's money.

When Col. Bryan said in 1912 that when Mr. Wilson got through with the Democratic party there wouldn't be any party he ought to have said it publicly, because that is the only prophecy he ever made that is going to come true.

There are some people who are inclined to believe that in resigning, Secretary McAdoo merely gave evidence of his knowledge that it is easier to raise salaries than to pay 'em, and easier to grab industries than to run 'em.

The administration entertains two theories taken from the philosophy of the late P. T. Barnum. One is that you can make any old thing go if it is advertised well-enough, and the other that the American people like to be humbugged.

It used to be argued that a politician could run a business with better results for the people than a business man could, but since the thing has been tried on, and the result has been higher cost and poorer service the people are not sure about this.

The effort of the Democrats to frame a four-billion dollar tax bill for 1920 is doubtless inspired by a desire to leave the country something to remind the deceased by—and what could better serve to remind us of the Democratic party than a big tax bill.

The Washington department are much worried over the problem of how to drop civil employes without causing distress. The only fellow who gets no sympathy in Washington is the one who provides the money with which to pay government bills.

David Lawrence, after tooting the administration's horn for many months, finally wrote an article saying that President Wilson was losing out with the people because nobody dared to tell him the truth, and to prove the statement of the Washington newspaper which had bought the right to reprint the Lawrence articles from the New York Post refused to print that one.

"It was the ideals of America rather than the force behind them which

brought victory to us," declares Col. Creel. The men who did the fighting, their relatives and friends, cannot too often be remembered that the war was won not by the soldiers, but by the word wizards and ink artists in the swivel chairs at Washington.

West Pays Deficit on Losing Eastern Railroads.

"I stand ready and anxious to release the roads from the present control," said the president in his address to Congress last Monday; "and I must do so at a very early date; by waiting until the statutory limit of time is reached I should be merely prolonging the period of doubt and uncertainty which is hurtful to every interest concerned."

This raises a question as to future rates, a question of large importance to the people and the industries of the Pacific Coast region, says the Spokesman Review.

Under government control and operation Director-General McAdoo soon faced a growing deficit which he met by arbitrary advancing freight rates 25 per cent, an advance that was applied to the lines all over the United States without the slightest regard to the earnings of particular roads or groups of roads serving a particular region.

When that increase was ordered by the government all of the transcontinental lines, with the sole exception of the Chicago, Milwaukee & St. Paul were earning fine profits. But many southern roads and lines east of the Mississippi were losing money. The net result of Mr. McAdoo's blanket increase was to compel the people and the industries of this region to contribute vast sums to the support of railroads in distant regions.

When the increase was ordered by the government Northern Pacific and Great Northern in particular were handsomely prosperous for war times. The Northern Pacific's annual reports shows that it earned on its own line in 1917 nearly 10 per cent on its capital stock after the payment of all operating expenses, interest on bonds, taxes, etc. About that time the Wall Street Journal said "the Great Northern will show its dividend covered by about the same margin."

But these lines have other rich sources of income. They operate the Chicago, Burlington & Quincy under joint lease, guaranteeing the Burlington's stockholders 8 per cent interest. The Burlington is the richest railroad in the United States. It earned a surplus in 1917 of nearly \$30,000,000. Discussing that remarkable record the Wall Street Journal said:

"Out of last year's surplus Burlington paid out \$19,951,038 in dividends—18 per cent on the \$110,938,100 stock—and had left a balance of \$9,454,994. Roughly speaking, half of this belongs in equity to the Great Northern and half to the Northern Pacific. The regular dividends of 8 per cent take care of the interest on the collateral trust bonds exchanged for the stock. The 10 per cent extra dividend, except that accruing to holders of the \$3,266,000 minority stock, was clear additional income to the two Hill roads, amounting to \$5,380,000 for each. Add this sum to half the dividend surplus and there is a total of a little more than \$10,000,000 to represent the interest of each of the controlling roads in Burlington's income of 1917."

Participation by these three systems in the 25 per cent blanket increase in freight rates was a gross injustice to the people served by them. If the lines are returned to their owners, vigorous effort will be needed to bring about a rectification of that wrong.

WRONGLY ACCUSED.

People Became Suspicious of Young Soldier in Need of Help.

One afternoon a young officer, none too steady on his feet, vainly tried to board a street car. He simply could not make both feet reach the same place at the same time.

A young woman and her escort arrived on the scene. "I don't care if he is drunk. He's a soldier and the cars might wait for him." "Do you want me to go over and help him?" asked her escort, and at the affirmative nod he started across the street. The young man reached the soldier's side, and he greeted gladly the proffered help. The soldier tried in vain to brace himself up, but he slumped ingloriously. The young man put his arm around him and helped the soldier with his head sunk on his breast. As they waited for the car an automobile shirked around the corner, and the soldier seized the stranger like a frightened child. At last a car approached, and the young man put the soldier on board and spoke to the conductor. When he came back he told the girl that the soldier had come home from the front the day before. He had served two years in the trenches. He was suffering from shell shock.

"Yet," added the young man who had helped him in relating the incident, "he was condemned and laughed at by the crowd who did not know."

For sale or trade, one sorrel mare six years old, weight 1500 lbs; and one colt, three years old, iron gray, weight 1100 lbs. Will trade for good dairy cows. Andrew Vetsch, Elmora ranch. \*2

Piscatorial Nestucca Causes Poetic Chords to Vibrate.

From the land of big fish, clams, seagulls and pure ozone, "The Poet of the Nestucca" bids fair to be the appellation given to our genial friend Thos. H. Rogers, who is now residing at Cloverdale, Tillamook county. The romantic atmosphere, the pictorial charms, and the picturesque scenery of the streams of coast country have touched the strings of his poetic muse in:

DECEMBER FISHING When they go a-fishin' here And catch a mess o' trout They don't get excited And then begin to spout; For anyone can catch 'em (Some are 20 inches long) Regular old scoldagers "Alee same big sawlog." Trout on riffles, Trout in pools, Little trout, big trout, In bunches and in "schools." So come and try the fishing, Show them that you're lucky, Trout are running bully On the Big Nestucca. —Tom Rogers.

State Highway Commission Plans Work for Next Year.

Projects to be defrayed from the \$6,000,000 bonding fund, together with estimate costs submitted by the State Engineer Department, are as follows:

Table listing highway projects and costs: Polk County line to Corvallis pave \$129,500; Monroe to Junction, pave 9 miles 166,500; Jefferson to Albany, pave 9 miles 166,500; First crossing south of Gosh on to second crossing rock 1 mile 6,000; Walker to Cottage Grove, pave 4 miles 74,000; Winchester to Roseburg, pave 5 miles 92,500; Yoncolla to Oakland, rock 10.4 miles 72,800; Myrtle Creek to Dillard rock 12.8 miles 76,800; Wolf Creek to Grove Creek rock 5.8 miles 34,800; Grants Pass to Jackson County line, pave 6 miles 105,000; Central Point north pave 5 miles 92,500; Siskiyou section 50,000; Marshfield south (14 feet) pave 12 miles 250,000; Multnomah county line to Hillsboro, pave 8.1 miles 149,850; Newberg to West Dayton, pave 5 miles 92,500; Tillamook county pave 5 miles 92,500; Astoria to Warrington, pave 5 miles 92,500; Overhead Comstock 10,000; Wasco County, pave 5 miles 92,500; La Grande to Hot Lake, pave 9 miles 166,500; Haines to Baker, rock 14 miles 84,000; Hood River to Mosier, rock 175,000; Divide crossing, rock 16,000; Wasco County, gravel 14 miles 84,000; Sherman county, gravel 8 miles 48,000; Gilliam County, gravel 10 miles 60,000; Morrow county, gravel 24 miles 130,000; Umatilla County, gravel 30 miles 180,000; Total \$2,790,200

Projects to be defrayed from the 3/4-cent tax fund and the auto license fund, together with estimated costs submitted by the state Engineering Department, are as follows:

Table listing highway projects and costs: Grading and rock, Grand Ronde \$45,000; Grading Seufert's 150,000; Bridge Deschutes 25,000; Sherman County 100,000; Gilliam County 140,000; John Day 20,000; Morrow County 30,000; Hood River-Mosier 175,000; Klamath toward Bend 25,000; Lake County 10,000; Klamath to Jackson county 25,000; Total \$735,000

The State Highway Commission is now improving the Three Rivers road, which will cost over \$1000,000.

Administrator's Notice to Creditors.

Notice is hereby given, that the undersigned Thomas McGlinchy, by an order of the County Court for Tillamook County, Oregon, has been appointed administrator of the Estate of Edward McGlinchy, deceased, late of Tillamook county, Oregon. Notice is further given, that all persons having claims against the said estate are hereby required to present the same, duly verified and with proper vouchers, to the undersigned administrator, at 546 Marshall St., Portland, Oregon, or to his attorneys within six months from this date. Dated this December 17, 1918. Thomas McGlinchy, Administrator of the Estate of Edward McGlinchy, deceased.

Johnson and Handley, Attorneys for the administrator.

Executor's Notice to Creditors.

Notice is hereby given, that the undersigned Earl N. Filsinger, by an order of the County Court, duly made and entered, has been appointed executor of the Estate and the last will and testament of Karl Graumann, deceased, late of Clark County, Washington. Notice is further given, that all persons having claims against the said estate must present the same to the undersigned, or to his attorneys, within six months from this date, with vouchers duly verified, according to law. Dated this December 17, 1918. Earl N. Filsinger, Executor of the Estate and the last Will and Testament of Karl Graumann deceased. Address, Salem, Oregon.

Johnson & Handley, Attorneys for the Executor, Tillamook, Ore.

Mrs. Isley's Letter.

In a recent letter Mrs. D. W. Isley, of Litchfield, Ill., says, "I have used Chamberlain's Tablets for disorders of the stomach and as a laxative, and have found them a quick and sure relief." If you are troubled with indigestion or constipation these tablets will do you good." For sale by Lamar's Drug Store.—Pd. Adv.

Buy Your Meat for Canning Now.

Meat will be high this winter. Get it now for canning, while it is cheap. Beef by the quarter, 9c. to 14c per pound. Beef steak, 18c. to 28c. per lb. Beef pot roast, 12 1/2c. to 22c. per pound. Boiling beef, 9c. to 17c. per lb. Beef for stew, 6c. to 15c. per lb. All meats are government inspected. Tillamook Meat Co.



Jeff Says —that he used to think he was getting more for his money by buying a big plug of ordinary tobacco, until he ran across Real Gravely. Now you couldn't make him switch back to the ordinary plug again. Gravely has that good taste that every man wants. It lasts so much longer that you get the tobacco satisfaction you are looking for without extra cost.

PEYTON BRAND Real Gravely Chewing Plug each piece packed in a pouch P. B. GRAVELY TOBACCO CO., DANVILLE, VA.

The Headlight is the Best County Newspaper.