

What the Editors Say

The Germans have handed to the Allies 300,000,000 francs in gold which were extracted from Russia. The Allies will take care of the money till the conclusion of peace.—Telephone Register.

Judging from the bibulous activity in a good many "wet" centers, the last set of New Year's resolutions resolved to beat the prohibition law by drinking the country dry this winter.—Umpqua Valley News.

Kansas is a state thoroughly converted to the efficiency of woman officials, as evidenced by the result of the last election. While the total number of women elected to office is not available it is known that nearly one-half of the county offices throughout the state are now held by women.—Sheridan Sun.

Everything seems to revert back to the government. The Portland reconstruction conference got as far in outlining work for the returning soldier as to suggest that the government pay him six months extra wages and provide him with some more clothing. This only defers the evil day. Let capitalists put out some of their money now in enterprises that will afford work and that are sure to bring them good returns. Portland is one of the richest cities in the world, but her capitalists can be numbered on the fingers of one hand who have the temerity to venture to draw some of their money from bank coffers and place in enterprises for the public good.—Telephone Register.

The proposed law providing for compulsory registration and voting may sound a trifle drastic, but excuse is found in the fact that only about 40 per cent of the registered vote was cast at the last election and selection of candidates and adoption of either initiated or deferred laws is never by all the people and almost invariably by a minority. Oregon has adopted a system of lawmaking by which the mass of the people have the privilege of either making the laws or approving or disapproving. If all of the people do not perform their duty in this respect it is hard to see how there has been improvement over the former plan, while there is a danger that the minority may not express the will of the majority. Therefore, drastic as the proposed measure may appear, it is logical, and the two horns of the dilemma appear to be either adopt it or go back to the old system.—Independent.

The United States army has produced a president from every war we have been in—Washington from the revolution, Jackson from the war of 1812, Zachary Taylor, from the Mexican war, Grant from the civil war, Roosevelt from the war with Spain. This unbroken chain of precedent must furnish great encouragement to those who would like to make General Pershing the successor of Wilson. It is argued that history, having got into the habit of repeating itself with special emphasis in the matter of soldier presidents, is not likely to change now, and that failing at least to nominate Pershing would be flying in the face of destiny. And yet the Pershing boom would be making much smoother progress if it were only possible to find out whether the general is a republican or a democrat. It now appears that in recent months there has been some intense inquiry along these lines by clever men in both parties, with no results as far as anybody knows.—Spokesman Review

Better Roads in Progress.

Almost every Oregon paper you pick up these days is full of news about good roads. The desire for such a movement covers the entire state and by spring if all the present plans carry there will be a lot of hard surfaced and good macadam roads built. There is a day coming, but a few years away, when every well settled district will be served by a system even better than numerous railroads, and it is estimated that in 25 years the entire country will be covered by that system. Oregon is getting a good start towards this ultimatum, and already has a stretch of road from Astoria to the Dalles and from Portland into Yamhill county which for continuous length is excelled in but few sections in the United States. We are coming into the new age of transportation—the age of the railless railroad. The motor truck on the paved road is the next great factor in efficient industry joined with efficient agriculture. In 25 years farmers may have the equivalent of a fast local freight and passenger service at their very doors by seeing to it that the motors have paved roads to travel upon.

Efficiency experts have demonstrated by practical tests that local freight may be hauled cheaper by motor trucks on paved roads than by steam-propelled trains up to a distance of thirty or forty miles. This distance may be increased as methods and inventions improve or cheaper fuel is utilized. The quick stopping and starting of trucks and the ability to deviate from the main road and make special deliveries of course make the motor truck preferable. The era for paved highway is coming, just as sure as fate. It is the community that first realizes its great potentialities that is going to profit.

the sun monthly on

The War of Doctors.

Pneumonic plague, imported from China as a consequence of the world-war!

"That's the substance of the "Spanish influenza" explanation offered in a New York medical journal by Dr. Jam's K. King of the United States army medical corps.

Three hundred and fifty thousand lives have thus far been lost in the United States since the epidemic reached an "Atlantic Port" in the summer of 1918.

Other explanations than that offered by Dr. King fail to take into account all of the facts. The disease is independent of climatic conditions. It has raged in damp Boston, in moist Cleveland and Detroit, in windy Chicago and dry Arizona, in balmy Los Angeles, in frozen Alaska and in warm Porto Rico with equal fury.

It took the open air sleeper and the man who seals his windows and covers his head o' nights.

It hit the riders in crowded street cars and the lonely rider in the luxurious limousine.

Preachers and bartenders fell victim alike.

"There is no known preventative," says Dr. Rupert Blue of the United States public health service.

Dr. King tells us that pneumonic plague first appeared in 1910 in Harbin, Manchuria. It swept North China. It is yet prevalent. "The Mortality" he says, "has been fearfully high."

"In 1917" adds Dr. King, "about 200,000 Chinese coolies, collected from the northern part of China, where pneumonic plague has raged at intervals since 1910, were sent to France as laborers."

In March 1918, some of these Chinese were captured by the Germans. "Spanish influenza" soon appeared in the German army and spread to Spain.

It has gone around the world in less than a year!

Dr. King believes pneumonia and bubonic plague germs mingled in the blood of some obscure Chinese coolie in Harbin and produced a new disease terror.

All great wars of history have been followed by disease epidemics. The next war must be against this plague.—Walla Walla Bulletin.

Henry Ford's Eagles.

The one new thing which the Navy Department was to have contributed to the defeat of Germany was the Eagle boat. It was decided to be the one thing needed to hunt the U-boat to its lair or to the bottom of the sea. A hundred eagles were wanted and wanted quickly. Who could better meet these requirements than Henry Ford, who grinds out "flivver" automobiles as a machine grinds out nails? So to him, or rather his company, the contract was let on March 1, 1918, and the Navy Department advanced \$3,500,000 for construction of a new plant in the Rogue River, Michigan, where the boats were to be built. The first boat was to be delivered by August, ten in August, twenty in September, twenty five in October, the total being later reduced to sixty, with twelve additional for Italy.

Mr. Ford had never built a ship, but he set out to show shipbuilders a thing or two about their own trade. His fad is efficiency. He created a main building 1700 feet long, with a railroad track running through it, mounted a platform on railroad cars and laid the keels of the eagles on it. When completed, the boats are rolled out on a hydraulic elevator, which lets them down to the water. No such antiquated method for Mr. Ford as building boats on ways sloping from the shore to the water and then sliding them off the ways by their own momentum. He is modern and efficient.

The story of the eagles was told in the Daily Iron Trade, of Cleveland, and was read to the Senate at the instance of Senator Lodge. It is another of those sad stories of the contrast between promise and performance. The first eagle was launched on July 11 and the rumor says she leaked "like a sieve." A flivver need not be water tight, but a ship must be if she is to float. Spot welding was the expedient to stop the leaks. But Eagle 1 was topheavy, being too high for her draft; "the compass was abnormally slow because of the extremely large percent age of iron and steel in the vessel; the arrangement of the pilot house was faulty and inconvenient," and there was unusual difficulty in turning up the turbine. The summer and fall were spent in tinkering and in trial trips on the Detroit and St. Clair rivers and Lakes St. Clair and Huron, and Eagle 1 did not leave the Rogue River until a week before the armistice was signed. The original programme of an eagle a day simmered down to one a month and only six more eagles were launched before November 1, though engines and a large part of the material for the others had been made. In fact, the Ford plant was highly efficient at building engines and boilers, but riveting a hull to keep out water was a new art to it. Mr. Ford should have delivered ninety-three completed eagles by December 15, but the Iron Trade says:

"As a matter of fact, exactly seven had been completed by that date and, of these seven, six were rushed to the coast leaking and generally incomplete to get them out before the freeze.

For each eagle the Ford Motor Company is to receive \$20,000 profit if the cost exceeds \$275,000. If the cost should be less than that sum, it is to receive one-fourth of the saving. Mr. Ford said in September, 1918: "I will not take a cent of war profit out of the war work I am doing," and Admiral Griffin says he waved all profit on the eagles and offered to build them at cost, but the directors of the Ford Motor Company would not agree to this. Of course, Mr. Ford could not hold out against the directors of the company which he is supposed to control. His minimum profit is estimated at \$1,500,000 and his son Edsel received a salary of \$150,000 a year. In addition, his company is to have the plant, virtually at its own figures to build steel barges.

The total cost to the government of this experiment is estimated at \$50,000,000 with nothing of practical use to show for it, for the eagles are pronounced "next to impossible" for patrol and gunboat duty by reason of their excessive maintenance and operating charges. High officials of the Navy Department say they will not be needed till the next war. Thus the eagles go in the same class as Hog Island as a sinkhole into which the public money has been poured.—Oregonian.

COAXING YOU TO SMILE.

"Doesn't peeling onions make you weep?" "No, but paying 20c. a pound for 'em does."

"Do you know I saw the Aurora Borealis the other night for the first time." "Did you, my dear? Was it a good show?"

Revelations.

Senator King said at a luncheon in Washington; "I heard recently an eloquent sermon on the subject of woman's fashions. The next, naturally"—and here the senator smiled—"the text was naturally taken from Revelations."

Partly Good?

"For a spell England was in a bad way for food," said Representative Rucker. "Only recently new-laid eggs were as high as 25 cents a piece. A doughboy friend of mine in London on furlough pushed his egg cup away one morning and said to the waiter: 'I can't eat this egg; it's bad. 'Ave you tried the other end, sir?' demanded the waitress."

Wanted a Widower

"Marriage with so many of our marriageable young men in France is quite difficult," remarked Congresswoman Rankin. "It reminds me of the two girls who were conversing in a Paris tea room. 'I'm going to learn teaching,' one of them said. 'Teaching' cried the other; 'why I'd rather marry a widower with six children than be a teacher.' 'Ah so would I,' sighed the first, 'but where's the widower.'"

On a Contingent Fee.

"The German people were promised a lot of things by the kaiser and his militaristic coterie if they won the war, but now they'll get nothing. The speaker was Senator Lewis. "The German people," he continued, "have been fighting this war on a contingent fee. You know, of course, what a contingent fee is? No. Well, in a contingent fee case, if you lose, your lawyer gets nothing, and if you win, you get nothing."

One On The Doctor.

A certain Los Angeles doctor sat in a front seat in a theatre recently. In the breathless silence, as the third act neared its climax, there was a commotion near the door, and then a grave voice said: "Is Dr. Blank in the audience?" Dr. Blank rose calmly. He passed down the aisle with a serious, self-contained air of one on whom the life of fellow creature depends. A young man awaited him at the door. "Well," said the doctor. "Well, sir, what is it?"

Something Worth Seeing.

The colored troops overseas are furnishing all sorts of laughs for the more sophisticated doughboys. One of them concerns a chocolate-colored Yank who had never seen a body of water larger than a creek and who was so impressed by the size of the ocean that he refused to look at it after the fourth day out. Suddenly he was called by a friend. "What do you want?" he answered dully from his berth. "Dar's a sailing ship goin' by. Come an' see a sailing ship." "Look a here nigger," came the sharp retort, "I'm done sick of youah sailin' boats an' whales. I'll done sail into you if you don't remember what I told you befoah. Call me when you done see a tree, and foah nothin' else. Understand?"

How Death Was Caused.

We were beginning to believe that the "flu" was the only cause of death in our fair land, but the editor of a monthly bulletin of vital statistics finds the following in reports of causes of death sent to him: "Died suddenly; nothing serious." "Went to bed feeling well but woke up dead." "Patient should not have died as he fully recovered from his sickness." "The cause of death was his mother died in infancy." "Don't know cause of death. He died without the aid of a physician." "Kicked by horse shod on left kidney." "Died from blow on the head with

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axe. Contributory cause was another man's wife.

"Deceased died from blood poisoning caused by broken ankle when an automobile struck him between the lamp and radiator."

Soldier Language.

Aussies there are by the score in London, with their distinctive fedoras and their reputation of being the highest paid fighters on any front, past or present.

An American was sitting on the top deck of a motor omnibus when an Aussie climbed up and sat down beside him.

"Ay, Yank."

"Ah there, Aussie."

"Well heeled Yank?"

Now even though seven million men have been fighting together and risking their lives for each other and all that, still there are limits, especially when a perfect stranger broaches another perfect stranger on the subject of a loan. At least, it looked like a bid for a loan. So the Yank, not wanting to seem inhospitable, framed a little white lie.

"Well, I don't know. You see we haven't been paid yet."

"Fine" said the Australian. "Then let me pay your fare."

Chamberlain's Tablets.

When you are troubled with indigestion or constipation, take Chamberlain's Tablets. They strengthen the stomach and enable it to perform its functions naturally. Indigestion is usually accompanied by constipation and is aggravated by it. Chamberlain's Tablets cause a gentle movement of the bowels, relieving the constipated condition.—Paid Ad.



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