

# GET MORE MONEY FOR YOUR FURS

"Shubert" will pay these extremely high prices for Oregon Furs

	NPI EXTRA LARGE EXTRA TO AVERAGE	NPI LARGE EXTRA TO AVERAGE	NPI MEDIUM EXTRA TO AVERAGE	NPI SMALL EXTRA TO AVERAGE	NO 2 EXTRA TO AVERAGE
<b>MINK</b>					
Fine, Dark	25.00 to 20.00	18.00 to 15.00	14.00 to 12.00	10.00 to 8.00	10.00 to 5.00
Usual Color	18.00 to 14.00	12.00 to 10.00	9.00 to 7.50	7.00 to 6.00	7.00 to 3.50
Coast	12.00 to 10.00	9.00 to 7.50	7.00 to 6.00	5.50 to 4.50	5.50 to 3.00

	NPI EXTRA LARGE EXTRA TO AVERAGE	NPI LARGE EXTRA TO AVERAGE	NPI MEDIUM EXTRA TO AVERAGE	NPI SMALL EXTRA TO AVERAGE	GOOD ENGLISH EXTRA TO AVERAGE
<b>MUSKRAT</b>					
Winter	6.00 to 5.00	4.75 to 3.75	3.50 to 2.75	2.50 to 1.75	2.50 to 1.50
Fall	4.50 to 3.75	3.50 to 2.75	2.50 to 2.00	1.75 to 1.50	1.75 to 1.25

	NPI EXTRA LARGE EXTRA TO AVERAGE	NPI LARGE EXTRA TO AVERAGE	NPI MEDIUM EXTRA TO AVERAGE	NPI SMALL EXTRA TO AVERAGE	GOOD ENGLISH EXTRA TO AVERAGE
<b>SKUNK</b>					
BLACK	15.00 to 12.00	11.00 to 9.00	8.50 to 8.00	7.50 to 7.00	7.00 to 3.50
SHORT	10.00 to 9.00	8.50 to 7.50	7.25 to 6.75	6.50 to 5.50	6.00 to 3.00
NARROW	7.50 to 6.50	6.25 to 5.25	5.00 to 4.50	4.00 to 3.50	3.50 to 1.50
BROAD	5.00 to 4.00	3.50 to 3.00	2.75 to 2.25	2.00 to 1.50	1.50 to .75

These extremely high prices are based on the well-known "SHUBERT" liberal grading and are quoted for immediate shipment. No. 3, No. 4, and otherwise inferior skins at highest market value. For quotations on other Oregon Furs, write for "The Shubert Shipper," the only reliable and accurate market report and price list of its kind published. It's FREE—Write for it.

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 STATE \_\_\_\_\_ COUNTY \_\_\_\_\_  
**FOR A.B. SHUBERT INC.**  
 THE LARGEST HOUSE IN THE WORLD  
 DEALING EXCLUSIVELY IN  
**AMERICAN RAW FURS**  
 25-27 WEST AUSTIN AVE CHICAGO, U.S.A.

## Billions of Receipts The President's Billion Swallowed in Expense Dollar Sugar Sagacity.

(From the New York Sun)

There are slightly different estimates of what the Government has lost in the two years of Federal operation of the railroads, what the roads have lost and what the public have lost. There are varying opinions as to the cause of this, that, or the other item. But, whatever the exact details, the total cost to the public is staggering. What has befallen our railway system is appalling.

By the calculation of the Bulletin of Railway News and Statistics the rentals which the government pays the owners of the roads, including other items, were not earned in the two years by some \$700,000,000. This of course all comes out of the American taxpayers.

Gross revenues of the roads represents the bills which the public pays directly. For the first ten months of 1917 they were \$3,350,000,000, or at the rate of \$4,000,000,000 a year. For the corresponding period of 1918 they were \$4,043,000,000 or at the rate of \$4,850,000,000 a year. For 1919 they were \$4,293,000,000 or at the value of \$5,151,000,000 a year.

In the two years then, as compared with 1917 the public got piled upon its back an additional two billions of dollars of freight and passenger bills and nearly three quarters of a billion of dollars of Government operating losses (to be paid for with taxes, or in all nearly two and three quarters of a billion of dollars).

But if we go back to 1915 we find that the American people were then paying a transportation bill of less than \$3,000,000,000 a year. Compared with 1915 the American people paid in 1918 and 1919 an average of two billions of dollars more transportation bills a year, or for the two years four billions of dollars more. With the \$700,000,000 of Government deficit the additional cost to the American people of their transportation in the last two years, as compared with the two normal years, has not been far from five billions of dollars.

In the last two years the public has paid for its transportation a total of ten billions of dollars in freight and passenger charges, and on top of that prodigious outpouring another \$700,000,000 to cover the government operating losses etc.

And of the nearly five billions of dollars more which the American people have paid than they paid in a similar two year period before 1916 not a dollar of it has gone to the government, not a nickel of it has gone to the owners of the railroads, not a penny of it has gone even to the bond holder creditors of the railroads.

Where has it all gone—these four billions of dollars of increased charges upon the public in direct transportation charges and the nearly three-quarters of a billion more paid in taxes to make up the government's operating losses? It has all gone, every red cent of that nearly five billions of dollars more, into increased operating expenses.

While the railway revenues—the traffic bills paid by the public—have been going up from three billions of dollars a year in 1915 to more than five billions of dollars a year in 1919 the expenses have gone up from two billions of dollars to four and one-third billions of dollars.

The operating ratio, which for the ten months was 68.04 per cent, in 1915 and only 65.52 in 1916, has gone up to 84.22 in 1919. What does this mean for the railroads themselves? It means physical wreck in the present; and as traffic rates now stand and operating expenses now run financial wreck in the future. It means for the public heavier traffic rates or a national breakdown of service.

By the authority of the Bulletin there has been a deferred maintenance of way and equipment which threatens that the national transportation plant may become junk. The bulletin says:

"It conceals an annual shortage of tie, rail and ballast renewals amounting to over \$200,000,000. Until this is made good transportation by rail cannot be made safe for democracy, plutocracy, or plain ordinary Americanism."

As they stand today the plight of the American railroads taken altogether is desperate. The prospect of the public which must pay still bigger transportation bills to save the roads is dark. But the roads must be saved. Only higher traffic rates can save them until the calamitous operating expenses can be somewhat squeezed down.

### Bids Wanted on Wood.

The Red Clover Creamery Company wishes to receive bids on sound four foot wood delivered at its factory, wood to be either fir, fir slabs, hemlock or alder, in lots up to one hundred cords. Half the wood to be delivered by June 1st and balance by September 1st of this year. Leave bids at office of Carl Habenlach, Secretary, Tillamook, Oregon, on or before Feb. 1st, 1920. Company reserves the right to reject any and all bids.

Red Clover Creamery Company.

In footing up the total of wanton war waste, that little item, amounting to something between \$800,000,000 and \$1,000,000,000 of wholly unnecessary increase in the American people's sugar bill, should not be overlooked. Neither should the fact be overlooked that for this addition to the already staggering burden of their cost of living the American people have to thank Woodrow Wilson, and him alone.

In August last, the Cuban sugar crop could have been bought at from five and a half to six cents a pound. The Sugar Equalization Board, for whose guiding advice American taxpayers were paying liberally, urgently recommended to the President that the purchase be made. Mr. Herbert Hoover, internationally recognized as the foremost expert in food distribution and economics, was particularly insistent in pressing the President to accept the Sugar Board's advice. This advice was given unambiguously, save for one dissenting voice. Had that advice been taken, the sugar for which, as we are now threatened, we shall have to pay a price of from 20 to 25 cents per pound, would have been retailed to us at from 10 to 11 cents. Within a few days, Federal experts have figured that the President's stubborn refusal to take the advice urged upon him will cost the American people, in round figures close to a billion dollars.

But if there is one thing above another on which Mr. Wilson prides himself it is his own omniscience. To accept advice on any subject whatever, no matter how far removed that subject may have been from his own orbit of experience and information, is probably, for him, a sheer impossibility.

Needless to say, the President refused the advice of the Sugar Equalization Board. Needless to say, he spurned the urgent advice of Mr. Hoover. He turned from these gentlemen, who had the advantage of knowing something about the subject, to the "opinion" of somebody who demonstrably knew nothing whatever about it.

There was one dissentient voice in the otherwise unanimous advice of the Sugar Equalization Board, and that voice was the voice of a Professor Taussig, Chairman of the Federal Tariff Commission. It is going to cost us only a billion dollars or so to enjoy the blessings of the Wilsonian-Taussig brand of economic wisdom. That is all.

And the American people submit to it—well, why? Probably because they have to.—Harvey's Weekly.

### The "Matter With" America.

What's the matter with America these days?

Too many diamonds, not enough alarm clocks.

Too many silk shirts, not enough blue flannel ones.

Too many pointed toed shoes, and not enough squared toed ones.

Too many serge suits and not enough overalls.

Too much decolette and not enough aprons.

Too many satin-upholstered limousines and not enough cows.

Too many customers and not enough producers.

Too much oil stock and not enough savings accounts.

Too much envy of the results of hard work and too little desire to emulate it.

Too many desiring short cuts to wealth and too few willing to pay the price.

Too much of the spirit of "get while the getting is good" and not enough of the old-fashioned Christianity.

Too much discontent that vents itself in mere complaining and too little real effort to remedy conditions.

Too much consciousness and too little common democracy and love of humanity.

Use for Wasted Whey—Looks Like Hot Air.

Development of a method of utilizing whey as a human food is the object of work now in progress in the Bureau of Animal Industry, United States department of agriculture. It is thought probable that whey represents a greater actual loss of food than skim milk—which now has become an important by-product in the dairy industry—because its feeding value is not generally recognized. Cheeses have been made from whey, but the demand for them has been limited. The use of these cheese might be extended if their value for cooking could be brought to the attention of housekeepers. Investigations of the use of the whey solids as poultry food also have been begun. Considerable work has been done on the development of casing for use in waterproof glue, and a sacain of low acid has already been produced. A method of producing casing from buttermilk is also being worked out. By use of a solvent to extract the fat from the buttermilk, small lots of casing have been made, and this product was found to be of general good quality and low in fat and ash, but it had the objection of dissolving slowly.

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**TO THE THRIFTY**, we offer 4% interest compounded twice yearly for their savings plus the security of a Strong Home Owned Bank.

**TO THE VISITORS IN THIS SECTION**, this bank is a place for them to enter and feel at home and they are invited to call and make their desires known.

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TILLAMOOK COUNTY BANK  
The Strong Home Bank

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For disinfecting where Contagious or infectious diseases are prevailing.

CARBOLIC COMPOUND is a powerful Germicidal mixture and by its use will improve general stable conditions.

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RELIABLE DRUGGISTS.

## ARMOURED INNER TUBES Prevents Punctures and Blowouts.

Armoured Inner Tires are a practical, common sense, money-saving tire necessity for all tire users. By preventing punctures and blowouts, they add pleasure, safety and economy to motoring. Lubricated inside and out, they require no cementing and no vulcanizing. Placed on your tires as easily as inner tube.

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