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WHEAT HEARTS IS FINE

GUESS I OUGHT TO KNOW
CAUSE I EAT IT ALL THE
TIME.



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PRESENTS
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"Olympic" Wheat Hearts
and
"Olympic" Pancake Flour
Just the dandiest, catch-
iest, most interesting
"Olympic" presents imaginable,
especially imported
from Germany.

**Portland Flouring
Mills Co.**
Portland,
Oregon

DELICIOUS
WHEAT HEARTS

**"DISCOUNTING" THE
TARIFF MEASURE.**

From the New York Evening Post:

It is not only in Wall street that future events are "discounted." Politics, too, knows what it is to become so sure that a great occurrence will take place that, when it does befall, it passes, with scarcely a ripple of attention. We have just now an illustration of this in the enactment of a new tariff. Viewed in itself, viewed historically, viewed politically, this is an event of capital significance. We may be sure that it will bulk large in the political history of this year. Yet at the moment it passes almost unperceived. We have known for weeks that it was coming. It has come. So why bother about it? All Americans are like Metternich in this respect, that they say it is with tomorrow that their spirits wrestle. What takes place today is over and done with.

This gradual accustoming of the public to a great politico-economic change has its distinct advantages. It diminishes friction and avoids shock. If the bill which President Wilson signed last night had been suddenly imposed upon the country, as by imperial ukase, it would have caused acute excitement. But the six months of debate have got all the details fully and slowly before the public mind; to what is unusual in them people have become reconciled or, at least, habituated; and now all passes off quietly. The result has been so long and so thoroughly discounted that we are scarcely aware that its coming makes any difference. In this view of the matter, the long delays by the senate, time-wasting and exasperating as they have often seemed, have not been without their compensating value. They have made it the simpler and the easier for the United States to glide from one tariff law to another.

It is obvious, however, that this familiarity with an epoch making piece of legislation may tend to breed contempt. That is to say, in judging the end we incline to forget the means: in contemplating the triumph we are tempted to ignore the precedent struggle. The final passage of the tariff bill seemed ridiculously facile. The opposition fell down like a house of cards. It looked as if the whole appearance of a bitter and dubious contest was deceptive. And it may be that a great many careless Americans, observing the ease of the last stages, may be disposed to hold the achievement light. "Why," they will say, "nobody could have got the tariff through congress. It was as easy as falling off a log."

In fact, however, as everybody who stops to think knows perfectly, it was tremendously hard. Incessant labor, unflinching vigilance, inflexible resolution were required in the making of the new tariff. It was no mock combat. The most powerful forces were aligned to bring about certain changes in the bill, or to defeat certain provisions of it, and somewhere there had to be the watchfulness and determination to meet and defeat them. Where this resisting power, along with the dynamic driving force behind the bill, was located, there is universal agreement. Both friends and enemies of the new tariff know that, but for the steady push and the unyielding purpose of the president, the bill could never have been past in the form in which it finally became law. It was the college professor transferred to the White House who brought to bear upon congress a conviction too clear and a will too strong to be withstood. And this is the event, so appealing in its personal bearings, so big with consequences to the nation, that we pass by almost without notice simply because it has been "discounted in advance!"

This, however, is but the feeling or the attitude of the passing day. The country is not really so indifferent as it pretends to be. In its heart, it is entirely aware of what has taken place. It knows that it stands today in the presence of a completed fiscal and political revolution. What the results will be, it cannot now measure; but it is not so insured to the commonplace of miracle as not to understand that a great piece of party and administrative work has been done. The course of congress and of the president has made a wreck of a long line of confident prophecies. Mr. Wilson did not find that he had a set of wild horses, or kicking mules, on his hands; or, if he did, he knew how to subdue and drive them. The Democrats in Washington have exhibited an almost unexampled discipline and cohesion. And the quiet persistence with which Mr. Wilson has caused his politics to be written into statutes has astonished all who had no true appreciation of the quality of the man, and has lifted his prestige to a great height. Yet we shall be told that all this has, by the process of discounting, become merely what Shakespear calls a "customed event!"

Few can be so dull as really to believe this. The people, we may be confident, have a sufficiently just idea of the importance of the political history that is being made under their eyes. This does not mean that they will keep on talking about it. It is a wholesome instinct by which we drop the mastered task and pass on to the next lesson. But even if there are no public rejoicings over the first great achievement of the new administration, we may

rest assured that multitudes of Americans will glow with quiet satisfaction at this beginning of fulfilled pledges, and argue from it high hope as regards what remains to be done.

PORTLAND LETTER.

Portland, Ore., Oct. 14, (Special)—"Cattle and hogs will hold the future hope of the people of the Northwest," said Louis W. Hill, on his way through this city a few days ago. With the present high prices of meat and the ever increasing demand from all parts of the United States, this State is missing a splendid opportunity when it does not produce more beef, pork and mutton. At the present time Oregon has an excellent chance to get extensively into the livestock business. The climate is well adapted to it and this should be the leading industry of the state, and I believe it will be within the next few years. It is a fact that the farmers of Oregon are raising more hogs every year, and now they should commence to raise more cattle and sheep on the small ranches, as the day of the big ranges is past. All kinds of stock needs alfalfa, and here we have the lands to produce this crop in great abundance. Bill Hanley grows meat animals and alfalfa in Harney County and is making money at a tremendous rate. Any farmer can do the same on a smaller scale.

Preliminary plans have been made and another conference will be held at Albany on October 30 in the movement to combine the eight Willamette Valley counties in the preparation and installation of a great valley exhibit at the Panama-Pacific Exposition at San Francisco in 1915. It has been decided that this is a better plan than to attempt to put in an exhibit from each county. The proposition has met with general approval and its success is already assured.

Hatched in April, 1912, and commencing to lay at the age of five and one-half months, a hen at the Oregon Agricultural College has broken the world's record for the production of eggshells in one year. She laid 288 eggs in twelve months, which is the highest record in the United States and two more than the world's record. Her most notable feat, and which probably has never been equaled, was the laying of 28 eggs in 28 consecutive days during the laying months. The hen is a cross between the Plymouth Rock and White Leghorn breeds.

A prominent citizen of this city who has lately returned from Europe, states that there is no doubt that there will be a rush of immigrants to the Pacific Coast as soon as the Panama Canal is open to general traffic. The steamship companies are selling tickets on the installment plan, accepting small weekly payments and allowing interest on such deposits. In this way families can pay for their transportation with comparative ease whereas raising the money to pay for the tickets in a lump sum would be impossible. The prospective immigrants are mostly of the farming class and they are not particular as to just where they land. Anywhere the steamer happens to stop will suit them. They evidently figure that while some places on the Coast may be better than others, any place is good enough.

Thirty volunteers have been enrolled in this city to start a campaign of education in favor of the interstate bridge between Multnomah County, in Oregon, and Clark County, in Washington. All the civic clubs and organizations of Portland are lined up behind this movement and it is expected the bond issue to be voted on at the November election will carry by a great majority.

**EX-SENATOR BOURNE'S SCHEME
FOR NATIONAL HIGHWAYS.**

From Journal:

Former Senator Jonathan Bourne Jr., speaking before about 50 citizens of Portland interested in the Good Roads movement at the Commercial club Tuesday noon, outlined in brief his plans for the federal aid of good roads. Frank Branch Riley, Vice President for Oregon of the Pacific Highway association, presided.

"My scheme" said Senator Bourne, "involves a practical expenditure of \$3,000,000,000 during a period of 50 years by the states and the federal government in the construction, improvement and maintenance of good roads. It was originally presented April 25 of this year to the joint congressional committee on federal aid in the construction of post roads.

"The national government would issue good roads bonds bearing 3 per cent interest, the principal to be paid in 50 years. These bonds would not be taxable, on either principal or interest. I would issue them in as small sums as \$20, and multiples thereof, that every citizen might have an opportunity to subscribe, for nothing makes for better citizenship than participation in the government by its citizens. The sale of these bonds would form the nucleus of a fund which would in turn be loaned to the states.

"To cover the federal loans each state would be required to issue bonds bearing four per cent interest. The

amount of federal aid would be apportioned among the states on a pro rata basis, according to population and assessment valuation. The states would be permitted to receive 20 per cent of the total amount apportioned to them in one year. At the end of five years it would have received its total apportionment.

"Upon the maturity of the state's bonds deposited with the treasurer of the United States and the payment of the interest the bonds will be cancelled and returned to the states.

"To provide a maintenance fund the government would appropriate 2 per cent of the bonds on deposit and the state 2 per cent likewise.

"I regard maintenance fully as important as any other feature of the good roads movement.

"To supervise the administration of the good roads funds I would have a United States highway commission, to be composed of the chairmen of the two congressional committees on post roads, and the director of the office of public roads, either a bureaucratic or cabinet official.

"I would found a National Good Roads Academy in Washington for the education of good roads engineers. Each state would be permitted to send one student from each congressional district. The federal government would allow four cents per mile in mileage and \$50 per month expenses. Such a national university would make an esprit de corps and workable staff of good roads engineers such as no other country could boast.

"We also would insure team work between the federal government and states and it would be merely a loan of funds to the states, not an original gift. Assisted by the superior credit of the federal government the states would have the most splendid incentive for good roads activity. My plan protects and conserves the rights of the states and eliminates any possible element of subservience.

"Without question I believe that my plan is sensible, practical and workable and that if put into operation will save this country billions of dollars."

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**MOST POPULAR BREEDS
OF HORSES IN OREGON**

Oregon Agricultural College, Corvallis, Ore., Oct. 11. The most popular breed of horses in Oregon is the Percheron, according to the report of the Oregon Board of Stallion Registration just issued by the secretary, Professor E. L. Porter, head of the Animal Husbandry department of the Oregon Agricultural College. On June 30, 1913, there were 255 licenses of pure bred stallions effective in the state, 320 of which were issued for Percherons. As might be expected, Percheron grades likewise lead in this class, with 151 out of a total of 348 grades.

The next most popular breed is the Belgian, with 121 licensed stallions. In the grade class, however, this breed takes fourth place, with a registration of 23. The race for third place in the pure bred class is a tie between the Shire and Clydesdale, with 57 each. The contest is made more interesting by the fact that the same breeds are tied in the grade class for second place, with 27 each.

Other favorite breeds in the pure bred class are the Standardbred, 93; German Coach, 54; French Draft, 29. There are but 5 Thoroughbred and 2 Shetland stallions in the state.

Umatilla County, the home of the "Let 'Er Buck," has 70 pure bred registered stallions, leading by long odds, all other counties of the state. The registered grades Umatilla has 22 and a like number in the mongrel class, the entire number of licensed stallions being 114. Its nearest competitor in the pure breeds is Marion, with 63. Union county has one more licensed stallion than Umatilla, 115, but only 57 are in the pure bred class. Clatsop and Hood River counties have but one licensed stallions each.

Bids for the construction of the north jetty at the mouth of Tillamook Bay will be opened Nov. 3, in the office of Major Jay J. Morrow, corps of engineers, U. S. A. at Portland. It is thought that if none of the bids prove satisfactory it is probable the engineers will perform the contract themselves with hired labor. This plan has been followed out on different projects on the Columbia. \$814,000 is available for the work.

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"Poultry yards should be drained of all surplus water. Muddy feet means muddy eggs, and dampness means catarrh, roup, rheumatism and tuberculosis. Sunshine is a germ destroyer and a better egg producer than red pepper." Said for bulletin on Housing of chickens, by Professor James Dryden and get his views on this important subject, Address R. D. Hetsell, O. A. C. Corvallis, Oregon.

NEHALEM VALLEY NEWS.

From Reporter:

The big smoke stack at the Wheeler mill was finished Tuesday and stands 105 feet above the ground ready for immediate service. It is 5 feet in diameter.

Many visitors took advantage of the good weather last Sunday to visit the ship Glenesalin at the base of Neeraw mountain. A large number came from Tillamook and way points.

A crew of men are actively engaged in putting a sewer on the newly cleared tract of land back of the mill, laying water mains preparatory to building cottages of which forty are to be erected as soon as the sewers and water mains are laid.

Frank Hart and wife, of Portland, are spending a few days in this city with a view of erecting a plant to manufacture concrete blocks in Wheeler. Any one owning gravel pits or bars such as would be used in connection with concrete blocks will report same to Wheeler Township and Land Co.

Wednesday night the local fishermen secured the biggest catch of the season. They averaged over 100 pounds to the boat. The gloom that has hitherto obscured the sunny countenances of the fish hunters is gradually disappearing and all will soon be smiling again. The effect on the "fish" "phis" is particularly noticeable as the millionaire smile is plainly visible.

C. W. Mead of Portland has been making extensive improvements on his lots in Wheeler of late by clearing them of all brush and logs, also grading them ready for building residences on the property without any further work. His holdings include nine lots and it is his intention to build several cottages next spring.

The Brighton mill is now running full blast and a full crew is employed in the plant cutting lumber for shipment to Portland by rail. The mill has not been in operation for several months and consequently there seemed to be little life in the place during that period. At the present writing a general revival of industrial activity is predicted and all the inhabitants are assuming a more hopeful attitude in regard to the future outlook of Brighton as one of the coming manufacturing cities on Nehalem Bay.

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CLOVERDALE NEWS

From Courier:

Elmer Webb and wife visited home folks at Sardis Saturday.

J. E. Cochran has moved to his new ranch and Ed Worth's place has moved back to his ranch recently occupied by Mr. Cochran.

A. A. Compton and wife of South Bend, Wash., arrived in Cloverdale last evening and today drove to their ranch on the Woods road.

R. M. Marsh, of Ketchikan, has moved to Cloverdale and opened the most market at this place. Mrs. Marsh and two children accompanied him here.

Joe Lawrence drove to Tillamook this morning. He was accompanied by Miss Ellen McKimsey, who is returning to her home at Nehalem, after a three weeks' visit with her sister at this place.

**CANCER
IN WOMAN'S BREAST**

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KINDLY MAIL this to some one with CANCER

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C. E. TROMBLEY, Secretary.**

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