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There has never been a time when a newspaper was more needed in the household. The great war in Europe has now entered its second year, with no promise of an end for a long time. These are world-shaking events, in which the United States, willing or unwilling, has been compelled to take a part. No intelligent person can ignore such issues.

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A Fellow I'll Never Know

(Anonymous.)

Here is a toast I want to drink to a fellow I'll never know—
To the Fellow who's going to take my place when it's time for me to go. I've wondered what kind of a chap he'll be, and I've wished I could take his hand
Just to whisper, "I wish you well, old man," in a way that he'd understand.
I'd like to give him the warm hand-clasp when never a friend seems near.
I've learned my knowledge by sheer hard work, and I wish I could pass it on
To the fellow who'll come to take my place, some day when I am gone.

1915 FOREST FIRE LOSS NOT MORE THAN \$10,000

Much Less Than Previous Years in Spite of Unusually Dry Conditions.

Losses of the 1915 fire season, in spite of unusually dry conditions in northwestern counties, were much less than those of previous years, is shown by the final report of State Forester E. W. Ferris. Total fire losses for the state are set at 13,835,000 feet of timber killed, practically all of which can be logged, and 5,949,000 feet destroyed, the value of which will not exceed \$10,000.

More money was spent for regular patrolmen than in previous years, yet total expenses of the season were about \$4,000 less than last year, for

through employment of more regular men the hiring of large extra forces of fire fighters was rendered unnecessary.

In the 1914 season 26,850,000 feet were fire killed and 18,141,000 feet destroyed, in addition to which much valuable logging equipment was burned.

The greatest fire losses of the 1915 season were in Whatcom county, where 11,000,000 feet were fire killed and 4,000,000 feet destroyed.

New York steamship agents expect a big rush of travel eastward after the war is over, and estimate that 500,000 persons will go abroad in the first six months.

Pullman company has shipped to Interborough Rapid Transit company steel car bodies to replace 478 composition car bodies which public service commission ordered removed from subway operation.

Not in the Day's News
Being Some Sprightly Bits of Personal Comments
by Robert S. Doubleday

When Horatio stood upon the bridge at midnight and contemplated the blown-up rear tire, with no garage nearer than Rome, which was nine and eleven-sixteenths leagues to the north by west; when Nero heard his "E string" bust, just when he was fiddling his niftiest and the flames leapt highest; when Alcibiades, he of the flaming belt, slipped a sandal while on parade and could not stoop to recover the same without singeing his whiskers; each of these distinguished victims of hard luck or bad management exclaimed in his turn and in vehement tones, "darn it," or words of similar import. At least historians tell us that they did, and historians do not prevaricate, distort or misconstrue, excepting of course, those whom Roaring Roosevelt tags with the Ananias sign.

All of which reminds us that in time to come, some competent writer of history will set down lines to read somewhat like this: "In the year 1915, when the most stupendous and destructive of all wars was at its height, Roaring Roosevelt, having previously descended to the level of a mere noisome politician, then endeavored by much bluster and tactless public speaking to encourage the military idea in America and to involve the United States quite needlessly in war with Germany. Apparently this peculiar and dangerous character, conspicuous in American life at a that time, while making great claims to patriotism and posing as the chosen protector of the interests and welfare of the United States and its people, sought to drag it or force it or excite it into the horrible maelstrom of slaughter and destruction then going on, chiefly for his own self-aggrandizement or by reason of his known obsession for strutting and brawling. He publicly and ostentatiously derided the statesman-like, tolerant, decent, peaceable, Christian policy of the then president, Woodrow Wilson, and promised that war should come. When President Wilson proceeded upon his course, dignified and unruffled, firm enough but kindly, and the results even under the then discouraging conditions were amicable adjustment of all foreign controversies of moment, Roaring Roosevelt, greatly chagrined, was heard to exclaim on one occasion, "darn it," or words to that effect.

And thus again we shall see history repeating itself. Thus again we see truth planting the seed of anguish in the field of discord merely by ignoring the claims of evil altogether. This Roosevelt person lays claim to good purposes but his conception of good purposes is sadly at variance with the conception of that quality by other people. He lays claim to high ideals, but the height of the ideals is measured by the materialistic standards entirely, the range is calculated by that of sixteen-inch guns and a loud voice, ill-directed. He would establish righteousness—his particular brand of righteousness, and he recognizes no other sort as possible of attainment—by increasing unrighteousness. He would establish the humanly intangible quality of goodness with a bludgeon and an aeroplane load of bombs. He would decrease the shedding of human blood by decreasing the amount of blood remaining to be shed. All of which, from the materialistic and brute standpoint of measurement, would seem to promise certain results undoubtedly. But if in reality it achieved anything, which as a matter of fact it ultimately would not, it would be at a cost rather too great to be contemplated with any degree of equanimity. It would prove to be but an instance of a nation possibly gaining the whole world but losing, most certainly, its own soul. It would be throwing away the pearl of peace and taking in its stead the brickbat of riot. It would be casting out love and commonsense and taking on racial hatred and unreason. It would be putting aside the comfort promised in man's dominion over all the earth, and assuming the tremens, the anguish, and the want that war entails. It would be exchanging the jewel of right for the bloody brass baubles of might. And these be not fair nor promising exchanges, whatever the purposes of the men like Roosevelt who urge them.

Notwithstanding that our friends and cousins in Europe seem to be losing their heads, as one might say, both figuratively and physiologically, there remains, happily, at this psychological moment, a fine and comfortable majority with us, an abundant leaven, who not only do not wish for war but who know, moreover, that we do not need to have war. These are not susceptible to the blandishments of those who prate of national

"honor"—otherwise contemptible racial vanity—nor are they disposed to allow themselves to be "all het up" by lurid nightmare tales of approaching invasion, or taunts of cowardice. In truth they possess a fine and refined type of courage that Roaring Roosevelt knows nothing of. It is the courage that dares to say that the evils of war are evils and needless evils at that, notwithstanding their long prevalence and the fact that designing persons and rough-necks have cleverly and oft admixed them with causes which were goodly enough and worthy enough in themselves. They possess a form of courage which withstands rowdy taunts, specious argument, and the temptations of vainglory. They possess the courage that accompanies modest dignity and commonsense firmness and has no part or parcel in or relation to the mania, the hysteria and the mere bestial brutality which comprises the spurious variety. These are not to be moved or disturbed or greatly influenced by gentlemen of the Roaring Roosevelt type. They are not looking for the sins, the vices, the shortcomings of other races of people, nor bothering their heads about them when they see them. They are not anticipating the commission of crimes of invasion and kindred wickednesses by others and so there is indeed but the smallest possibility that they will ever suffer them. As a matter of fact when they come to learn, come to really know, that such evils need not be endured or anticipated at all, even that small possibility of suffering them will be destroyed. Our friends in Europe have been doing much anticipating—and much preparing—for long, and they have gotten all that they anticipated, all that they prepared for, with trimmings.

If the Strenuous One of Oyster Bay was not splashing about boisterously with subjects of so serious a nature, he would be a jest, and, truth to tell, he is not so far removed from that harmless status as he probably thinks he is.

No one questions the zeal of the perambulating disturbance of San Juan hill renown. I would not even doubt that, according to his light, which seems to flare high, wide and red, he believes he is doing well. He has many qualities of excellence, substantial as a sugar-cured ham and voluptuously resounding as a Lake Michigan foghorn, but he also possesses many temperamental appendices which he really does not need. He should see to it that they are removed. On the whole—or in the hole, politically—he is doing good. Let us credit him with that. He is doing it ostentatiously yet unconsciously, since he does not realize the modus by which the good is done. He is doing it negatively, but not passively.

One may readily enough believe that Roosevelt said "darn it" when the outcome of President Wilson's negotiations with Germany were made known to him. It is not indeed beyond credence that he amplified his remarks, such being by no means an adversion with him. He may even have added some few words suited to portray the state of mind of the peeved and the discredited. But let him take cheer. He is by no means the first, nor will he be the last even, of the illustrious ones to be out of luck; not the first, nor will he be the last to descend—or ascend, according to the viewpoint—from the position of a serious to that of a blithesome joke.

Contracts have been let by the Baltimore & Ohio railroad for 62,500 tons of rails for immediate delivery. The orders were placed with the Maryland Steel Company, Cambria steel Company, Carnegie Steel and the Illinois Steel Company.

Rail orders already placed for 1916 delivery now total nearly 300,000 tons and the buying continues. The railroads are buying steel for car repair shops and structural fitting shops for next year and are inquiring for freight cars on a somewhat broader scale.

Lima Locomotive Company has taken an order for three Milado locomotives from the Ann Arbor railroad.

Bureau of navigation reports 94 sailing, steam and unrigged vessels of 15,410 gross tons built in the United States during August. In addition, four vessels of 12,599 gross tons, built abroad, were added to the merchant fleet.

The high export mark of the nation's history was reached during the 12 months ending August 31, the department of commerce announced today, when American exports totaled \$3,035,033,280, nearly a billion dollars increase over a year ago.

FINANCIAL NOTES

President Willard states that all cars of Baltimore & Ohio are in use for the first time in two years. Traffic has increased gradually for the last four or five months above preceding months and for the last two months has been ahead of a year ago, but not ahead of two years ago.

Latest official reports of the belligerent nations indicate that their present national indebtedness has reached \$42,530,253,324, an increase of \$18,051,999,800 over the figures previous to the war. In 1912 national indebtedness of Great Britain, France, Russia, Germany and Austria-Hungary was \$23,082,572,000; it now amounts to approximately \$36,224,127,219, an increase of \$13,123,555,219.

Superintendent Dunn of Shelby Tube plant at Ellwood City, Pa., has announced that an appropriation of \$1,500,000 has been made for an addition to the plant. Addition will include a complete set of hot mills, rolling mills, open-hearth furnaces, and pumping stations for condensers.

The Midvale Steel company, one of the largest manufacturers of armor plate in the United States, which has steadfastly refused to take war contracts for the Allies, is about to pass into possession of men who propose to operate it to the greatest advantage of the stockholders, from whatever source the orders may come.

With steel-making capacity so largely taken up for 1915 the trade is daily making calculations for the early months of 1916, says the Iron Age. There is more evidence that the hand of the railroad is being forced by the size of the foreign inquiry for steel to be shipped after January 1. It looks now as though the railroads will all at once want a good many cars and locomotives and that they will have to take their turn after buyers who have been more forehanded. Locomotive orders and inquiries have been larger in the past week than in months. Some car requirements are shaping up.

Erie has ordered 33 locomotives. American Locomotive company will build 18, Baldwin Locomotive Works 10 and Lima Locomotive Corporation 5.

Pennsylvania railroad on September 1 had 94,000 stockholders, an increase of 3,381 in a year, and the largest number ever reported for this or any railroad in the world.

Judge Carpenter of the United States district court authorized the receivers of Rock Island to purchase 4,000 steel-frame box cars, to cost \$3,409,540. Payment will be made by \$320,580 in cash and remainder in lease warrants, maturing semi-annually in series.

The General Motors company, which has done a large war business in automobile and motor trucks, whose stock has been second only to that of Bethlehem Steel in the speculation in the war shares, has declared a cash dividend of 50 per cent, being \$50 per share, on the common stock. The dividend is the largest declared on any of the war shares, and is believed to be the largest initial cash dividend ever declared on a stock listed on the New York Stock Exchange.

Employees of Westinghouse Electric & Manufacturing company have voted not to strike.

Banks of Kansas have deposits of \$226,666,000, high water mark for this period in history of the state.

There are 658,000 bushels of cereals booked for export this week from Boston to England; 252,119 bushels were shipped last week.

Brockton shoe shipments last week were 17,586 cases, a gain of nearly 5,000 over a year ago. September shipments were the largest since March, 1911.

Unfilled orders on books of United States Steel Corporation at end of September were 5,317,618 tons, an increase of 409,163 tons during the month.

From turnover of more than 8,000,000 shares last week on New York stock exchange, it is estimated that close to \$2,000,000 was paid to brokerage houses in commissions.

It is estimated that \$25,000,000 is being expended for new buildings and equipment by automobile and accessory manufacturers. Over 7,000,000 square feet will be added to factory space.

United States' largest production of iron was 30,966,000 tons in 1913. A month ago weekly output was at an annual rate of 33,500,000 tons and it has increased during September.

Rail mills last week booked orders for 199,000 tons of rails, making aggregate bookings of new business for September 404,000 tons. There are also inquiries in market for 18,000 cars with 6000 ordered last week.

Erie has ordered 20,000 tons of rails from Illinois Steel Company. New York Central has practically closed for 150,000 tons of rails. Southern Railway is inquiring for 20,000 tons.

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Atchison has placed with Illinois Steel company an order for 30,000 tons of rails.

Charles P. Steinmetz of General Electric company, says: "Electricity, which with every other scientific agency is in its infancy, is destined to rehabilitate soil of the earth which has lost productiveness through lack of fertilization after hundreds of harvests. By supplying the soil with nitrogen from the air, through electrical devices, the United States will be able to feed the world."