

TILLAMOOK EDITOR BOOSTS FOR MILITARY HIGHWAY

Argues That Coast Country Is Entitled to This Out of Monster Reconstruction Program.

Eugene, Ore., May 3.—(To the Editor.)—Will you permit me to discuss the Roosevelt highway measure in your columns, with the object of pointing out to the voters the importance of this proposed highway to Lane county; also to refute some misstatements that are being circulated to defeat the measure.

It is generally agreed that the development of the coast counties have been retarded for lack of roads and today are "bottled up," while other parts of Oregon have made wonderful developments. What progress have been made in the coast counties was by reason of the settlers having plenty of western grit and determination, but they have had to contend with adverse circumstances in their efforts to open up and develop one of the most interesting and productive sections of the state of Oregon.

The proposed Roosevelt highway will open up this wonderful coast country, providing homes and remunerative employment for thousands of persons and where crop failures are unknown. It will not only do that, but the Roosevelt highway will go through a most interesting and picturesque section of Oregon, and the highway will become an asset to the state and attract thousands of tourists and pleasure seekers from all parts of Oregon and the United States. That is what the Roosevelt highway boosters are striving for, through state and federal cooperation.

There appears to be an impression that the Roosevelt highway is for the purpose of benefiting the coast counties. I am ready to admit this to the extent that the Pacific highway is a benefit to the Willamette valley, but the valley has no monopoly on that highway, for the people over in the coast counties are going to enjoy and use it the same as the citizens of the Willamette. So it will be with the Roosevelt highway, or

more so. I think I can make this statement without fear of contradiction, that considerable more people living in Portland, the Willamette valley, the eastern and southern parts of Oregon will travel over the Roosevelt highway than the citizens of the coast counties, for there will be no place in Oregon where the people can have as delightful summer outings as along the Pacific coast, away from the dust and heat.

As one of the coast counties I am inclined to think that the people of Lane county, especially Eugene, should take a lively interest in the Roosevelt highway measure and have the honor of being one of the counties that will put it over the top. It is of considerable importance to Lane county, for coupled with the measure that is to provide money for market roads, this county will be immensely benefited by the reconstruction policy in road building the next few years. It is only a matter of a few years when the Pacific highway will be hard surfaced and with the building of the Roosevelt highway and market roads, Lane county will participate in the reconstruction of roads and which will be of great benefit to everybody in the county.

Your county court has been confronted with the same conditions as other counties. The maintenance charges on macadam roads which have heavy travel eats up too much of the road funds. The only solution to this is hard surfaced roads, and it is economy to build them, even if bonding have to be resorted to. There are macadam roads in Tillamook county that take \$1000 per mile every year to maintain, and this is where a large amount of money is dumped every year. I have often been amused when people undertake to cuss county courts for bad roads when the county courts have only about one-fourth of the money to do necessary road work. My sympathies are with the county court of Lane county and county courts similarly situated. My policy, as a newspaper man, has been to get back of the county court and give them every encouragement and assistance and if the people of every county would do that there would be better roads and less grumbling and knocking. So get behind your county

court and help boost for better roads. I will digress by making a comparison. It is not many years since that Eugene was a one-horse town, with mud holes for roads and rickety-rotten planks for sidewalks, had a sorry looking building for a depot and a poor class of buildings for business houses (some of the old shacks are still standing), the city was poorly lighted, the hotel accommodations were bum, and the city had a two by four street car drawn by a mule which traveled at a dog trot speed and the writer had the honor and pleasure of riding in it. Eugene would be in the same predicament today if the old moss backs and knockers—you can find them in other cities—had had their way. The progressive business men took the bull by the horns and started a reconstruction period, and today Eugene is one of the most modern, up-to-date cities in Oregon. The progressive business men did more than that. Other cities followed Eugene's example, with the result that a large number of cities in Oregon were reconstructed, modernized, and made up-to-date.

The same thing is going on today in the reconstruction of roads in Oregon, which will bring about the same wonderful improvements that Eugene and other cities had when they reconstructed them. I find that the moss backs and knockers are not all dead, for they seem to be opposing the building of the Roosevelt highway and the reconstruction road policy with the same kind of arguments as when the cities were reconstructed.

I am informed that a gentleman in Eugene, who is in the forest preserve service, is opposing the Roosevelt highway for two reasons. Before answering them I would like to say that from my observation it looks a little out of place for a government official to butt into local affairs and who is not even a property owner in Eugene. He owns a few lots at Oakridge which are assessed at \$360 upon which he pays \$7.81 taxes. Will the gentleman please figure it out how much he will pay if the state is bonded for \$2,500,000 for the Roosevelt highway and publish the same in the Lane county newspapers? When Penoyer was governor of Oregon and the president butted into state affairs, the governor told the president to attend to his own business and the governor would do the same.

The two reasons are: The \$2,500,000 will not build the bridges and that it is not necessary to build a military highway along the coast. No one contends that that amount of money will engineer, grade, hard surface and build the bridges of the Roosevelt highway, but it will do considerable work. When the coast counties cooperated with the government on a 50-50 proposition for bar and harbor improvements the government did not appropriate all the money at one time to complete the projects, but did so when it was required until they were completed. The same thing is hoped for in the Roosevelt highway. Exceedingly large sums of money have been voted by congress for road building in the different states, and just before congress adjourned the large sum of \$200,000,000 was voted for roads. I think Oregon should make a strenuous effort to obtain some of the money appropriated, for if it fails to do so, other states will gobble it up and Oregon will get it where the chicken got the neck. The Roosevelt highway is an effort to obtain government aid, and I may state right here that if the Roosevelt highway measure is carried and the road is built, the government will maintain it, which will be a great saving to the taxpayers.

It appears to me a most foolish argument to contend that a military highway is not necessary along the Pacific coast. Suppose, for illustration, the Japs landed at some isolated place on the coast, with no roads for the dough boys to reach them and drive them into the sea. The Japs could concentrate a large army and land large quantities

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of war material. And in face of the fact that the military authorities at Washington are favorably impressed with the building of a military highway along the coast, I cannot see any logic in the gentleman's argument opposing a military highway, unless it is to knock the Roosevelt highway and keep the country bottled with government reserves and a lot of government officials holding down soft jobs. The progressive westerner wants the land opened up, not bottled up with government reserves, especially in these days when food supplies are scarce and the high cost of living is so great.

I feel I am taking up too much of your space, but before concluding will say that the people in the coast counties are going to poll a 100 per cent vote in favor of the Roosevelt highway, and Florence in Lane county will do the same. Florence knows, and the coast counties know, that if the other counties measures carry other parts of Oregon will be benefited, viz.: \$500,000 to be expended at Salem, \$350,000 in Portland, \$500,000 in Corvallis, \$500,000 in Eugene, \$100,000 at Monmouth, \$150,000 at Pendleton, \$37,500 for five armories located at Astoria, Baker, Bend, LaGrande and Medford, \$25,000 at Roseburg, \$20,000 at Marshfield, \$20,000 for a building for the feeble minded, \$647,500 for soldiers' land settlement, and \$2,000,000 to be used in cooperation with the government. I for one hope the people of Oregon will pass these reconstruction measures, including the market roads measure and the irrigation measure which means so much for the future development of eastern Oregon where crop failures are so often experienced on account of lack of sufficient rainfall. Here, is five millions of dollars to be expended and only one item, that of \$20,000 for an armory, is for the coast counties. I simply mention this to show that if the Roosevelt highway measure is voted down the coast counties will not receive a square deal.

Another point and I will close. How is Lane county going to vote next June? The western part of the county is going to record a big vote in favor of the Roosevelt highway. Is the other part of Lane county, with the benefits of the Pacific highway, state institutions, fairly good roads, railroad facilities, etc., going to deprive Florence and the western part of Lane county of enjoying some of the blessings that the other parts of Lane county have enjoyed for years.

All that the western part of Lane county as well as the other coast counties want, is a square deal, and the people of Lane county, by their vote in June will show whether they are in favor of giving them a square deal or

want to keep them bottled up, and deprive them of this opportunity to develop that long-neglected part of Oregon, which will be developed and opened up if the voters pass the Roosevelt highway measure.

Thanking you for encroaching upon so much of your space,
Very respectfully yours,
FRED C. BAKER,
Editor Tillamook Headlight.

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SOUTHERN PACIFIC TIME TABLE

(Corrected to Dec. 17, 1918.)

North Bound	South Bound
No. 18—10:05 a.m.	No. 13—1:08 a.m.
No. 14—4:07 p.m.	No. 33—7:14 a.m.
No. 16—3:29 a.m.	No. 15—2:47 p.m.
	No. 17—7:40 p.m.

CHARLES BALES NEARLY LOSES EYE WHEN FLYING NAIL SMASHES GLASSES

Charles Bales sustained injuries in an odd accident yesterday that may result in the loss of the left eye. He was doing some carpenter work on a chicken coop for Wm. Haupt when his hammer glanced off a nail and the nail flew into his face, hitting his glasses and imbedding several pieces of glass in the eye. He left as soon afterwards as possible to consult a specialist at Eugene.

Card of Thanks.

We wish to express to our friends our sincere thanks for their many acts of kindness during our recent bereavement, in the death of our baby son.
mhp Mr. and Mrs. J. K. Sampson.

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