EDITORIALS OF THE PEOPLE

(The Statesman is pleased to print communications upon topics of general interest at any time. There is scarcely any limit to the topics of "general interest." It is asked only that correspondents refrain from personalities and use care that nothing be written of a libelous nature. Letters must have writer's name and address, though not necessarily for publication.—Ed.)

Asks Square Deal

Tillamook, Oregon, May 15, 1919.

To The Editor of The Statesman: Will you allow me space in your valuable paper to say a few words in regard to the reconstruction measures to be voted upon in une from a coast county viewpoint?

You are well aware that western Oregon is one of the most productive yet undeveloped sections of the state. The people in the coast counties have never complained, but with true western grit and determination. they have had to contend with adverse circumstances on account of lack of roads and bad transporation; consequently, it is not surprising that all the coast counties are united and greatly interested in the proposed Roosevelt Military highway. which will be the means of opening up to settlement a large amount of valuable land suitable for dairying. and land that is similar to that of Tillamook county, where the dairymen have made such a great success of cheese making. It may interest you to know that the dairy herds of Tillamook county produced 45,100,156 pounds of milk last year, and this made 5,036,900 pounds of cheese, valued at $1,352,694. This will be duplicated many times if the Roosevelt highway is built, and the coast counties will produce more cheese than that produced in Wisconsin and some of the other cheese producing states of the east, for the reasons that climatic conditions are deal for cheese making in the coast counties. The dairymen and Grangers are all lined up in these counties for the Roosevelt highway.

What the coast counties want is an opportunity to develop Western Oregon. They now appeal to the generous and magnanimous spirit of the people of Oregon to help them do so, as western Oregon has received but slight recognition by way of improvements, but have always cheerfully paid their taxes, some of which have gone to develop other parts of the state. All that western Oregon wants is a square deal, and I am sure if the people of the state knew of the undeveloped resources that are in the coast counties, they would readily cast their votes in favor of the Roosevelt highway measure. It will be a market road, but at the same time it will be used for pleasure by more people living in Portland, Southern Oregon, eastern Oregon and the Willamette valley than by people living in the coast counties, and it will outclass the Columbia highway for scenic beauty and picturesqueness, as it passes through a most interesting part of Oregon.

The people in the coast counties are almost as much interested in the other reconstruction measures as the Roosevelt highway, as will be seen by a straw vote taken in Tillamook City on four measures, viz.,

Roosevelt highway measure—281 yes; 15 no.

Five million reconstruction measure—181 yes; 15, no.

Irrigation and drainage measure—247 yes; 17 no.

Market roads tax measure—206 yes; 3 no.

Should the $5,000,000 reconstruction measure pass and the Roosevelt highway measure be defeated, all that Western Oregon will receive will be two insignificant sums of money for armories at Marshfield and Astoria. In that event it will be dong the coast counties an injustice.

Respectfully yours,
FRED C. BAKER.
Editor Tillamook Headlight.

Read the Classified Ads.

APPOINTS BOARD OF ARCHITECTS

W. C. Knighton Is One of Quintet Named Under Recent Enactment

Members of the state board of architect examiners, created by an enactment of the 1919 legislature, were appointed yesterday by Governor Olcott. They are: W. G. Chandler, Marshfield, to hold until May 30, 1920; M. H. Whitehouse, Portland, to hold until May 30, 1921; Lee Thomas, Bend, to hold until May 30, 1922; J. E. Wicks, Astoria, to hold until May 30, 1923, and W. C. Knighton, Portland, to hold until May 30, 1924.

May 29 is the effective date of the act. In the law it is stipulated that no one may become a member of the board who has not lived in the state and practiced the architect's profession for at least five years previous to the passage of the act. Members of the board serve without pay, but receive five cents a mile and other traveling expenses when on business of the board. The law allows the board to employ a secretary who need not be an architect and he shall receive whatever salary is determined upon by the board.

In explanation of the act the following statement from the governor's office accompanies the announcement of the appointments:

Aside from presons who have practiced architecture in the state for one year prior to the passage of the act, those desiring to practice such profession must take an examination to secure a certificate of registration, the law providing the subjects to be covered. Any person who is a registered or certified architect in another state where the qualifications are equal to those required in this state may, in the discretion of the board, be entitled to certificate without examnation. All person who have practiced a year or more, who present satisfactory evidence of proper qualifications. shall also be granted a certificate. provided the application is made within 60 days after taking effect of the act. In any even there must be an original fee of $20 accompanying all applications and a fee of $10 annually thereaffer. The fees go into the general fund and cover expenses of the board.

"Every registered architect must be provided with a seal containing the name of the architect, his place of business and the words "Registered architect, state of Oregon" thereon and this is to be used in stamping all drawings and specifications issued from his office.

"Practicing of the profession of architecture without complying with the provisions of the act is a misdemeanor. The act is so worded as to exclude from its provisions persons other than architects who occasionally draw plans for houses or buildings."

ODD FELLOWS BEGIN CENTENNIAL WEEK

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many of the men of Canton Capital were equipped with new uniforms.

Immediately after this ceremony ceived into the association Auxiliary Capital No. 3 went through a similar ceremony and was received into the association of Canton Capital No. 11, to which it is affiliated. The officers installed were Ethel M. Fletcher, president; Luella Engstrom, vice-president; Elsie B. Simeral, secretary; Alma Henderson, aid; Hattie B. Cameron, treasurer; Myrta Tyrrell, chaplain; Ida M. Traglio, sentinel and C. O. Engstrom, pickett.

Today is one of the biggest days of the week and large crowds are expected to take part in all sessions. The Patriarchs Militant banquet, which was sheduled for 10:30 p. m. has been set forward to 5 o'clock.

The meetings at the armory tonight and Thursday night at the Hall of Representatives are open to the public. However, owing to the great number of delegates, it will be absolutely impossible to accommodate the public. The committee last night expressed regret that they could not throw the doors open to every one, but it was considered no more than proper to arrange for the comfort of the lodge members first. Registration up to 9:30 last night gave the subordinate lodge 175 delegates and Rebekahs 276. It is known that there were twice as many in the city last night that had not had an opportunity to register. Arrangements are being made for 2000 delegates, as every lodge is to send them.

FATE OF FLIER UNKNOWN

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Queenstown when questioned at 11:15 o'clock last night denied having received a wireless dispatch from Castletown station saying Hawker's machine had been landed 40 miles west of the mouth of the Shannon or any other wireless.

Moreover, it was asserted, the especially sensitive wireless plant at at Ballybunnion, on the northwest coast of County Kerry, Ireland, did not receive the message.

Admiralty in London is ivestigating the story.

LONDON, Tuesday, May 20.—(2 a m.) The admiralty has issued a notification from the admiral at Queenstown saying that the report that Hawker's machine was down 40 miles west of the Shannon river. is considered unreliable.

GILLETT IS SPEAKER FOR NEW CONGRESS

(Continued from page 5).

Major committees of the house were organized today, but senate committee arrangements went over. Senator Lodge appointed the Republican conference committee on committees to make assignments, selecting two leaders of the progressive group, Senators Borah of Idaho and Johnson of California. Both advised Mr. Lodge that they did not wish to serve, but will be urged to accept. The committe will begin work tomorrow.

Enough bills were introduced in the house today to keep the body continuously at work throughout the year. More than 1200 measures were placed in the house hopper. While most of the bills provide for the donation to various communities of cannot and German. field pieces captured by the American expeditionary forces, much of the legislation that failed at the last session was again introduced and new measures came from the Republican side as part of the legislative program agreed upon at the party caucus. First on the house callender is the joint resolution of Representative Mann for a federal constitutional amendment providing equal suffrage. Next is the bill of Representative Steenson, of Minnesota, providing for immediate return of the telephone and telegraph lines now controlled by the government.

Bills to repeal war time prohibition, the luxury tax section of the war revenue bill and taxes on soda fountain products went early into the hopper. Among the repeal bills were half a dozen measures aimed at the daylight saving act, mostly of them sponsored by farmers organizations.

Numerous other bills would provide a larger bonus for men discharged from military and naval service than the $60 set aside under the war revenue bill. Soldier legislation also included a bill for acquisition of an American burial ground in France for men killed in action or who died in service abroad. Another bill called for the immediate discharge of men entering military service after the declaration of war and of men who enlisted in the navy for four years instead of duration of the war. Preference in civil service employment to former service men was provided in many bills

Representative Laguardia of New York, introduced a bill under which the government would provide transportation to France for the nearest of kin of all soldiers buried overseas, this being put forward by him as preferable to the plan of attempting to return all bodies to this country. Prohibitory immigration legislation is embodied in another bill introduced by Representative Lufkin of Massachusetts, who asked early consideration for it.

What was regarded as an outgrowth of the ratification of the prohibition amendment was a bill proposing a constitutional amendment, providing that all future amendments to that document be ratified by referendum vote in each of three fourths of the states.

The oil land leasing bill was introduced in substantially the same form as at the last session

Wartime pensions reaching back to the Spanish American war and the Philippine insurrection and the China relief expedition would be provided for in a bill by Representative Sells of Tennessee.

Creation of a department of education with a cabinet officer at the head and proposals that $100,500,000 be appropriated for combatting illiteracy and for Americanization, were contained in legislation presented by Representative Towne of Iowa.

A bill to make March 5 the date for the meeting of each newly elected congress was introduced by Representative McArthur of Oregon

Representative Johnson of South Dakota introduced a bill making drastic changes in the courts martial law similar to those provided in a similar bill to be introduced in the senate by Senator Chamberlain of Oregon.

PLANE NC-R TO HOP OFF

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land. The NC-3 rode out a gale that is said to have approached a ninety-mile rate at times and came serenely taxiing into Horta, having kept steadily on her general course under guidance of her crew. This established, it is said, a record for the service, probably for the world.

When Secretary Daniels got the word of Towers' safety, he personally telephoned it to Mrs. Towers, wife of the officer, who had clung courageously to her faith and hope through the endless hours of waiting. The secretary also flashed to the officer a message of congratulation and assurances as to Mrs. Towers' knowledge that he was safe. Later Mrs. Towers received a cablegram from her husband saying "safe and well."

Reports on weather conditions about the Azores, cabled to the department tonight by Admiral Jackson, were not altogether favorable for a start by the NC-4 on the next leg of the flight. Rain squalls still overspread that part of the ocean and the sea visibility remained low.

STREET DECISION DELAY

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satisfied wth adding another member regularly to the force. At the last meeting Chief Varney was ordered to discharge one of his present staff, but he claimed he had no power to do this and the matter rested until last night's meeting.

When the argument on the paper mill come up Alderman Vandevort made a short, heated speech on the subject in which he said he was violently opposed to deeding away four acres in the heart of the city.

"I want the paper mill but I am against making this big donation to Charles K. Spaulding. I don't think he needs it," the speaker proclaimed.

No opposition came from D. W. Minto, who had not wanted Trade street to be given over on account of its hindering the transportation of gravel from his property in the river. His attorney, Judge P. H. D'Arcy, explained that Mr. Minto is willing to accept as a substitute for the right to haul on Trade street an arrangement whereby he may construct bunkers on the city's newly acquired waterfront property and use another street.

Rollin K. Page appeared before the council and spoke on behalf of paving asked on Twenty-fourth street in front of property he owns. A remonstrance signed by T. D. Jones and others was referred to the street committee. Mr. Page said the petitioners for the pavement represented a majority of the property owners.

Twenty-four sidewalk resolutions were adopted last night.

NAMES ARE SENT TO MR. OLCOTT

Livestock Inspectors to Be Appointed from Recommendations Received

Recommendations of the Oregon Cattle and Horse Raisers association for appointments to the positions of livestock inspectors of the several counties have been submitted to Governor Olcott by S. O. Correll, secretary of the association, and appointments from the list will be made by the governor on June 1. A statutory requirement exists under which the association makes recommendations to the governor every two years. Inspectors are appointed for the Portland Union stock yards as well as for the counties.

Some appointments are already for announcement. Christ Claud of Deschutes and Creed Murphy of Jefferson are new appointments. Arthur Langrell of Luella, Klamath county, will be named to take the place of Albert L. Marshall of Olene. As inspector for Lake county S. P. Hicks of Lakeview will take the place of Charles Pitcher of Silver Lake. A list of the recommendations from which Governor Olcott will make the two-year appointments on June 1 follows:

Charles Wendt, Baker, Baker; R J. McAllister, Corvallis, Benton; W. A. Eigner, Astoria, Clatsop; Elmer T. Connel, Deer Island, Columbia; A. A. Brash, North Bend, Coos; L. Nichols, Prineville, Crook; J. W. Ostranger, J. W., Gold Beach, Curry; A. McDonald, Oregon City, Clackamas; Christ Claud, Redmond, Deschutes; R. E. Hunt, Roseburg, Douglas; George T. Meador, Prairie City, Grant; Lester Wade, Condon, Gilliam; W. A. Goodman, Burns, Harney; C. M. Anderson, Talent, Jackson; Creed Murphy, Antelope, Jefferson; R. J. Bestul, Grants Pass, Josephine; Arthur Langrell, Luella, Klamath; S. P. Dicks, Lakeview, Lake; W. S. Roberts, Eugene, Lane; D. Taylor, Halsey, Linn; Jess Ferrin, Taft, Lincoln; Thomas Logan, Brogan, Malheur; G. M. Rice, Woodburn, Marion; John Brosman, Heppner, Morrow; Gerry Snow, North [illegible] Thomas; James Stewart, Moro, Sherman; J. E. Reedy, Tillamook, Tillamook; Ed. Wright, Pilot Rock, Umatilla; T. S. Johnson, Cove, Union; Henry Haas, Enterprise, Wallowa; W. H. Harris, The Dalles, Wasco; W. B. Cook, Forest Grove, Washington; Dick Barnhouse, Mitchell, Wheeler; R. C. Mylne, McMinnville, Yamhill; Gerry Snow, North Portland, Portland Union Stock Yards.

The Huns are frothing just like their justly celebrated beer.