

# CLOVERDALE COURIER.

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## COMMUNICATION.

### It's a Long Way to Tillamook.

One of the first principles laid down in plane geometry is that "a straight line is the shortest distance between two points." In traveling from Cloverdale to Tillamook it is desirable to follow the shortest route but it is necessary to deviate from a straight line in order to follow the courses of the streams. Quite a detour to the east is necessitated by the big bend in the Tillamook river. A number of people who are familiar with the topography of the valley assert, however, that the road bears farther to the east than necessary at one place. This occurs where the road angles off to the northeast from the former residence of James Goldsworthy to Fawcett Creek bridge. According to the map which has been verified by personal observation the river follows very closely the section line running due north from the Goldsworthy place. This proves that the road from Fawcett Creek bridge to the Quick corner is half a mile farther east than necessary.

Several residents of Pleasant Valley started to agitate the question of this unnecessary distance and as a result a meeting was called for July 12 to start a preliminary investigation as to the merits of the project. Owing to the unfavorable weather only a few people were present. Their report, however, was favorable and aroused considerable interest. When a second meeting was called for August 29 a much larger number of taxpayers turned out and went over the proposed route. Many who could not go expressed themselves in favor of the improvement. The con-

sensus of opinion among those who investigated was that the proposition was a worthy one.

Following are some of the many good reasons for changing this road:

The chief benefit comes from shortening the distance. Until the proposed route is surveyed the saving in travel cannot be exactly known, but it is certain that one mile can be saved and that means two miles on round trip. That may not mean very much to a man with a car who only travels the road occasionally but it is a big help to a dairyman who has to haul milk over it every day. The stages travel this road daily and some of the freighters make several trips per day. This distance is saved for every one in the county living south of Goldsworthy's place and also for each and every one of the tourists and travelers through the country.

Another big benefit will be the opening up of a large tract of country that at present has no outlet. C. E. Pearson's farm home will be served by the new road. At present he has to cross another man's land to reach the county road. The trail out is well nigh impossible even now when at its best. Mr. Pearson's son has land on the new route which he is waiting to improve. John Theiler has land which is shut in. Gottlieb Fospind's ranch would be served by the new road and there are others who would be benefitted.

It must be remembered that the main road through the valley will be a permanent affair when paved and it should follow the best route. It is also a part of the Pacific Highway and will be one of the main arteries of travel through the state.

Aside from the distance saved the new

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road will follow a better grade, that of the Tillamook river.

Some people may object to the abandoning of the highly improved section of road now in use around this point. That road will be a necessity and the work spent on it would not be wasted. In its present state it will wear for many years without additional expense after the heavy traffic is deviated.

Another point to consider is that the county must open a road over at least a part of the proposed route whether the main road follows it or not. The development of the county demands that such a rich section of bottom land be given an outlet.

While paving has been going on south of the county seat, the public has been using the new road south of town connecting with the old Netarts road. This road is very convenient at the present time but is expensive and after the paving is completed will serve only a small part of the county's population. This is not said in a spirit of criticism but for the sake of comparison. The road now asked for will not be expensive and will serve a large portion of the

county's population.

On first thought many taxpayers may object to this improvement on the score of increased county expense. This, however, will be balanced by the saving on paving expense. The mile or more of hard surfacing saved will pay for clearing, the right of way and grading the new road. The Tillamook river where the road will follow its course has road material to abundantly supply the new roads and many miles on both ends. While this road is being built there will be no interference with traffic as that can follow the old road.

The people of the south end of the county have long suffered hardship in transportation lines and it is time that this unnecessary handicap is removed. This road is not asked, however, as a favor for any particular section of the county. It will benefit practically the whole county and be an improvement of statewide interest as it will be used by people from all over the state and even from neighboring states.

The purpose of this article is to bring the matter before the taxpayers of the

(Concluded on last page.)

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