

OUR ROAD PROBLEM.

(Continued from first page)

it from the same standpoint and narrow environment that would justify them in viewing a local improvement. An ordinary county road is largely important only to the people whose homes are adjacent thereto, but as a great and enduring monument to the country, eliciting the co-operation of ALL the people for the benefit of ALL the people of the county the undertaking stands out pre-eminent. This being true, how can anyone be so selfish and narrow minded as to say that it might dip into one corner of the county and out at the same corner; or that it enter one end, meander two-thirds of the way through and pass out at the first cross road that offers facilities for getting out, notwithstanding the fact that by so doing it would avoid a third of the county so wonderfully endowed by nature and populated by just as enterprising, progressive, intelligent and deserving a class of people as live in it, all because it would require the building of three or four miles of road to traverse the latter and deliver the traveler at the same exit? O, the ridiculousness of the thing! No, gentlemen, it is not the least number of miles that such a road can be made to traverse the county, but the greatest number, that would receive the approbation of a broad-minded citizenship, to my way of thinking. Not the most limited stretch of country but the widest scope possible for it to penetrate would be the logical course of reasoning by one who desired the greatest good to the greatest number.

An inception of such importance to to all the people, and its successful consummation, demands that the incumbents of the offices which administer the laws relative thereto shall be men of broadmindedness, men who stand aloof from all party bickerings and underhanded strategy, and, I believe, without asking them the privilege to say so, that our county court is a present embodiment of such men, and in them we repose our trust.

There is being great stress, right at this moment, placed upon the importance of an all-season automobile roadway from San Francisco to Seattle and Puget Sound, and the only place that such a highway can be built and dodge snow blockades in winter, is west of the coast range. This means that if built it must come from Astoria south through Tillamook county, and when it does, or public travel is induced to travel through the county on a large scale in any other way, an era of prosperity will have dawned upon the coast-wise counties the magnitude of which is not now in the dreams of mortal man.

Let that be as it will, whenever this state highway becomes a living fact instead of a dream, it will be a paved highway, and we will then all be wanting the thousands of tourists to drop their satchels all along the way and not at any one point, or in any one section, but at all points and in all sections. Then we will begin to realize that every dollar thus dropped has become a Tillamook dollar, whether dropped in the pockets of Tom Jones or Bill Dee, and some of us fellows who thought otherwise way back in 1916, will begin to wish that we only had more territory and more miles of road in which to distribute them, and if it were possible, instead of having the said highway leaving the county as quickly as possible we would want it to double back upon

itself so as to make more room for the distribution of more dollars for the benefit of the county as a whole, and not for my neighborhood and your neighborhood in particular. And about that time, too, we might wish that the big petition containing the names of 90 (?) per cent of the voters was in—well, I will not say where but will leave it for the reader to say.

Now, another thing: what in the world do the people who are enjoining it mean by their sectionalism when they set up the claim that more taxes are raised in one part of the county than another and on that account demand greater consideration? Isn't Tillamook county an integral unit of the great commonwealth of Oregon? Aren't the taxes levied upon all the people of the county for the benefit of all the county?

Isn't the control that the county exercises in behalf of all of Tillamook county with special reference to every interest? There is no federal or state dictation in such matters and why should there be any in the county? For instance, Ohio, New York, Pennsylvania, Illinois and New England probably pay to Uncle Sam \$5 to \$10 through internal revenue for ever dollar they get back from the government in federal grants for agriculture, good roads or vocational education, and here in the state of Oregon, how much of the money used in building the Columbia Highway was derived from taxes on property adjacent thereto? That road would never have been possible under such a dispensation. Now, let us come right at home with its application; let some rich man in your school district say "because I pay more taxes than the rest of you I must have a paved walk over which my children can go to school," though the other children go in the mud, how many of you would stand for it?

Again, what right has a man living on an improved road to say that his neighbor cannot have a like good road, other things being equal, or one community to dictate where the roads of another community shall be located?

Tillamook county has some of the best people in the world, and I believe the majority of men mean to do the right thing, but what is needed right now at this juncture of the county's development is for our old pioneers to shake hands and get acquainted. If they but do this, the ugly chasm of strife and dissension will be suddenly bridged, and with malice toward none and with charity for all they will conceive that in the county's development the interest of one may easily become the interest of all, and then with free hearts and willing hands they will conjointly set the ball of progress to rolling and from their united efforts will come the best roads men are capable of building and that through the best system that thoughtful men have provided—the bonding system—and if, as I am willing to confess, our road program is not altogether what it should be and it demands a more logical planning of methods of construction, selection of routes and a more comprehensive program of building and a system of maintenance, they will be in a better position than ever before to find a proper solution.

Yours truly,
L. M. Krauer.

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In the Arena of Sports

Edward (Strangler) Lewis

Robert Fredericks, otherwise known as Strangler Lewis, noted wrestler, is seeking a match with Joe Stecher, sometimes referred to as the "Omaha Wonder." Since Frank Gotch, world's champion wrestler, retired these young giants of the mat are seeking the world's crown. Last year the pair

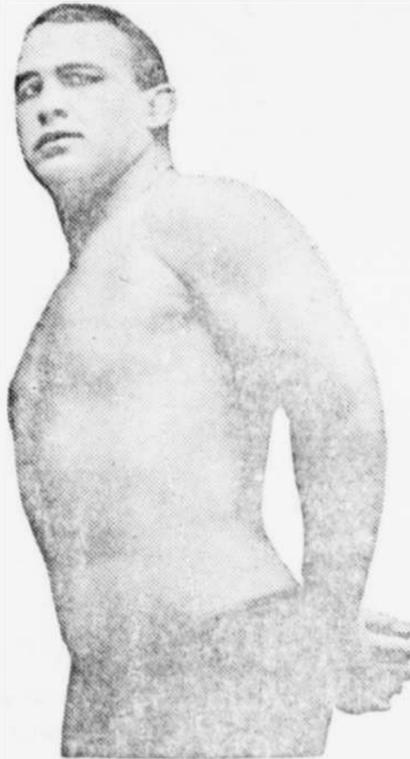


Photo by American Press Association.
ROBERT FREDERICKS (STRANGLER LEWIS).

wrestled two hours to a draw, and both are anxious to try again for the coveted honor. Strangler Lewis is not the strangler of former days, but is a very different sort of man. He is a native of Kentucky and before becoming a professional wrestler was a student at the University of Kentucky. Lewis is six feet one inch in height, weighs 230 pounds in condition and is said to be one of the cleanest and fairest wrestlers now in training.

Mordecai Brown Passes On.

After playing eleven years in the National league and two in the Federal Mordecai Brown, the once famous three fingered pitcher of the Chicago Cubs, has been released unconditionally by Charles H. Weeghman, president of the Chicago club. Brown was released three years ago by Charles W. Murphy, then owner of the Cubs. Tinker, then the manager of the Cincinnati Reds, secured him. Brown jumped to the St. Louis club for a short period, when he was again signed by Tinker to play with the Chicago Cubs.

Red Sox May Go to Europe.

Hugh Ward and Harry Frazee, the new owners of the Boston American club, are planning to send a couple of baseball teams to Europe next fall. "As for the expense," said Mr. Ward, "it will cost less than to send a team from New York to San Francisco. I don't see why the Red Sox and some other team should not go over to Europe next fall if the war is over by that time."

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