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ANTIQUATED AND HOO-DOO TOLL ROADS.

What Outsiders Think of Them—Are a Detriment to the County.

TO THE EDITOR TILLAMOOK HEADLIGHT.

DEAR SIR,—On my return today from Coos County, where I had been to locate a number of families who came recently to Oregon "to stay," I found a copy of your paper at the hotel here, and upon reading the columns thereof, was very much impressed with the forcible truth contained therein as regards the roads, from the Railroad towns into your section of the coast. As a comparative stranger, who came into Oregon recently with a view of locating a good many Eastern farmers and their families in your state, I desire to say that your county will never get their pro-rata of the Eastern people who are coming to the state of Oregon this year, as long as your county officials will allow the nefarious imposition to exist, in regard to the toll roads, as they now are and have been for a great many years. I will give you an example of my own personal experience in this connection. About three weeks ago, I left this place for Tillamook with the avowed intention of seeking suitable lands for 14 families in your neighborhood, who were then en-route from the East, and who were to wait (the results of my trip) at Portland, pending my report. I went to Tillamook via the Dolph toll road, a road that I found an iniquity from one end of it to the other. I found that the county road, up to the beginning of the toll road, was in good condition—which portion of the road was free to all. I found that the toll road from that portion where it commences, to where it ends—an abominable fake—a condition worse than anything I had ever seen, a rank swindle, as far as its being anything like a toll road should be. I found that the planks that were supposed to be there, were either worn out of all resemblance, or were not in existence at all, nothing but a mass of chuck holes in place thereof. I found that old roots and remains of stumps were allowed to remain, as they always were, that nothing was done up to this date on the road, except to "collect toll" at the gate. I made it my business to inquire as I went along from those who live on this road, what amount of work was done during the season, and the information that I received was to the effect that no reasonable amount and no substantial work was ever done on the same, but that here and there, a little dirt was shoveled into some of the very worst places, in order that a vehicle (if heavily loaded) could pull through if necessary. I am told that the man who owns the toll road is supposed to take care of about twelve or thirteen miles of road, for which he is to collect toll charges to the amount of one dollar on a two horse outfit, which would be considered in these progressive times, as extortionate even if the road was kept up to perfection, but in view of the fact that hardly any work was ever done on the road, the word extortionate should be changed in to words appropriately called—highway robbery. My opinion is, and is no doubt shared by everyone that has lately been over this road, that the man that stops you at the toll gate and compels you to pay the toll charges ought to be prosecuted for obtaining money under false pretences, for to collect toll, where the road is a hundred times inferior and kept in such a vile condition—compared to the county road, he is no better than the man who sells you a brass watch for a gold one. When a man sells an article, whether it is merchandise or an animal for a first class article, and it turns out to be a rank fraud, the seller of that article is usually arrested and imprisoned for obtaining money under false pretences. Where does it differ in regards to the collection of toll charges, when you pay for the privilege of going over a road that is supposed to be first-class in every way? The road from Dolph (where the toll gate is) down to Hebo, where it ends is a disgrace to the county, and not alone is it a disgrace to the county, but to the county commissioners and judge of the district, wherein this part of the road is.

Were such a road to exist in the section of the country from whence I came, not alone would the owner of the road be prosecuted, but the road commissioners and judge would be impeached and their offices taken from them by the governor of the state. Although the owner of the toll road is responsible for the rank swindle that is being daily perpetrated on the traveling public, the county commissioners and judge of the

district are equally guilty thereof, and the voters of the county at the next general election ought to show their disapproval of such derelict tactics, as regards "toll roads." In the daily papers we read where mobs of men tore down the toll gates through certain Eastern States, simply because they tried to make people pay toll where the roads were not kept up as required by law. Could it have been possible for these Eastern roads to have been worse than those of Tillamook County? While I do not advocate mob violence or anything pertaining thereto, I would not blame anyone if he forced his way through the gate with his team, even if shot gun argument had to be used, for the very reason that a man is compelled to pay toll charges to the amount of one dollar, where it is not worth five cents, at the utmost. The foregoing is the impression that I gained on my trip into Tillamook county and now I will pay my respects to the toll road out into Forest Grove. Leaving Tillamook very early on my return trip to the railroad towns I found the road from Tillamook to the river (which is the county road) in very good condition. Upon fording the river on to the toll road, I found that said highway was a repetition of the Dolph toll road, only in some places, a great deal worse. I am now writing in regards to the Wilson River road. I found huge trees across the road that had been lying there for over four months, and that an apology of a road had been forced by some desperate and unfortunate teamster around said trees, through and underneath hanging foliage and underbrush, making it both dangerous and uncomfortable for any one with even a light vehicle to get around. I found that in some places where logs had been cut to enable vehicles to get through, that "just enough" had been cut out of the road to enable said vehicle to "scrape through" just as though it would have cost a great deal more to cut out four feet of timber instead of three feet and a half of same. I also found that parts of old rotten trees had been stood up along the banks on the road, so that they would scrape against the wheels of a vehicle, where they were always in danger of toppling over, instead of throwing them out into the brush, out of the way, where they should have been put.

I also found where the road was badly cut out, and from inquiries made by me I ascertained that no work had been done on these washouts and sidings for years and years, nevertheless I had to pay toll charges on this road to the extent of one dollar and fifty cents, an imposition and swindle that is a rank disgrace to the county and the officials thereof. I found that where work had been done on the road near the summit, that nothing substantial could be shown simply the throwing of some loose dirt and some soft clay into the ruts, making it worse than ever on the horses and driver. I learnt on my arrival at Forest Grove that the county at the eastern end of the Wilson River road had refused to renew the franchise on that road, which action is very creditable to Washington county, as a matter of principle, something Tillamook county ought to profit by.

The first impression is always the most lasting, and the impression gained by me on my trips into and out of your county was, that owing to foregoing conditions it was no place for progressive and up to date emigrants to settle in, and I was forced to report accordingly. Just as long as your county allows these impositions to exist, you simply drive away emigration that you would deservingly get, were your roads free from toll, and at same time in a passable condition.

The fourteen families that Tillamook county would have gained this spring have just been located in one of the southern counties of your state, to the loss and detriment of Tillamook. If such toll roads as your county has were in California or other more progressive States, they not alone would get no franchise, but would be confiscated to the State, as a penalty for their failure to keep them in proper condition. There is one thing in connection with toll roads in the State of California that is a credit to same, and that is, no more franchises are allowed to be granted by any county therein, for toll road purposes, something that would be a blessing to Oregon, if she would promptly follow suit. In concluding this article, I desire to advise the people of your county to "get action" upon this notorious mill stone around the neck of same and rescue your reputation of moss-backism, and the fact that you are behind the times, from the continuous reports one hears about Tillamook county. Abolish your nefarious toll roads, so that emigrants who desire to settle in your State don't have to pay "admission" to get in, and "exit fees" to return to their families, in order to "talk the matter over." As long as these conditions exist, you are simply cutting your noses off to spite your faces, in which event who is the loser? Hoping you will give this matter due consideration and some space.

I remain, yours truly,
CURTIS E. WILMER.
McMinnville, Ore., July 6th, 1903.

Dr Parkhurst advises young men to be near the track when the train of opportunity passes. Better be at the station where it stops.

Cheese in Pound Packages.

Efforts are being made by the Government to extend the manufacture of cheese in the United States and to increase its consumption. Recent experiments with the common American brand of cheese show its food value to be very great. In these tests 93 per cent of the protein and 95 per cent of the fat were digested, the available energy produced being 93 per cent. Notwithstanding its remarkably nourishing qualities, cheese is eaten only to a limited extent in the United States. In fact, it constitutes less than half of 1 per cent of the total food consumed in this country.

After several years of careful study of the subject, scientists have evolved a plan to popularize cheese in the United States. They are convinced that the system of making large cheeses, which in the retail trade are carved by grocers into awkward slices, has greatly handicapped the industry. The cheese thus prepared and sold is not strikingly tempting.

Noting that print butter brings a higher price than that article in bulk, and is in far greater demand, Professor E. H. Farrington reasoned that cheese put up in pound packages, each one bearing the imprint of the maker, would enhance its sale. What recommends the method particularly is that it opens a profitable thing to individual dairy farmers. At present less than 6 per cent of all the cheese manufactured in the United States is made on farms. Factories control the industry. They turn out annually about 300,000,000 pounds.

An American Advantage.

The Europeans who have come to this country to study American conditions have borne testimony to certain phases of our industrial and business life as being superior to anything in the old world and urged their acceptance, generally, by Europeans as essential to progress and a successful competition with this country in the world's markets. It would be very remarkable, of course, if there was not occasionally found among these foreign investigators one who does not regard with favor our industrial methods but the variety of such only tends to emphasize the opinion of those who see in American ways and practices the very highest attainment of practical skill and judgment at the present time.

The German experts who visited this country for the purpose of studying the production of iron and steel, with a view to determining the relative competitive ability of German and American manufacturers, had little encouragement to offer to their countrymen. While they did not find a very great difference in the productive capacity of the American and German workmen, although the difference was in favor of the former, they found in the matter of transportation a very material advantage to the American manufacturer. This is a matter of no small importance and should be of particular interest to those who are urging government ownership of the railroads. Ordinarily it would be supposed that the German railroads, under government control, would be operated more cheaply than are the railroads in this country, but such is not the fact. The truth is that while the distances which the German transportation lines have to move raw materials to the manufacturing plants are far less than the average distance which such supplies are transported on American lines, yet such materials are transported to the manufacturers so much more cheaply over American transportation lines than the Germans find themselves heavily handicapped in the attempt to produce in competition with the United States, notwithstanding their advantage in cheaper labor.

Referring to this contemporary remark that there is a lesson in it for those who are constantly advocating government ownership of transportation lines. "Such ownership has a better opportunity to demonstrate its advantages in the German empire than here. The German government is organized on a military basis. Every employe of the state roads has served his time in the army and comes to his employment thoroughly disciplined, prepared to obey orders and to perform all of his duties with military exactness. Yet government ownership of railroads in Germany is an admitted failure from the standpoint of improved service or lowered rates. The service given is poorer and the rates which the public is taxed are higher than in the United States." The fact thus presented by the German experts who have visited this country is manifestly of such importance as to be worthy of the thoughtful attention of our people.

The State Land Board has made an order requiring that all purchasers of state land who have \$50 or less upon their certificates of sale shall pay the balance and take deeds to the land. This is done primarily for the purpose of clearing up the records and saving work in the Land Department. Incidentally it will have the effect of making a large number of tracts of land subject to taxation for state and county purposes. At the request of the Board, Clark G. G. Brown has prepared a list of those to whom this order will apply, and the list will be presented at the next meeting of the board. About 500 purchasers will then be notified to make their final payments.

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