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The Tillamook Headlight,

Editorial Snap Shots.

What are the needs of the county? Better roads and more of them.

Italy and Turkey have gone to war and the average person don't know what all the bloodshed is about.

The Treasury Department has issued a positive order against the importation of artificially colored teas. But it allows artificial color to be used in butter and cheese.

Those who are dissatisfied and are continually complaining about the county need a change of climate. When the boosting spirit takes hold of the people with a vim it will start a great many improvements.

The reason that roads should be built to all summer resorts is because these places will help contribute towards the taxes of the county, yes, in a few years these places will be paying thousands of dollars into the county treasury.

The Bay City Examiner's boom edition was a rank failure on account of so much "knocking" of the proposed road to Bayocean and the Commercial Club's advocacy of closing down road work for eighteen months. It was a regular conglomeration of boosting, fault-finding, false statements and knocking. We do not believe that it expressed the true sentiment of the people of Bay City.

The snap shot man has had a great deal of opposition in his effort to pull the cork in this bottled up county. Many of those who monopolized and retarded the growth of the county have died off or moved away, and those who remain are expected to die hard. The struggle is still on between those who want to push the county ahead and those who want to hold it back.

Bro. Trombley said we made a "stand pat" speech in last week's Herald. It matters little what our contemporary may call us, for we have been accused so often of some diabolical act that we are prone to believe that we are far from being a newspaper saint. But is there any stronger "stand pat Bourne man" in the county than Bro. Trombley? Or when it comes to the so called Oregon system, one feature of which is to make those who own land pay the taxes, why Bro. Trombley is a peach in the "stand pat" business, for it bugs out all over him so much that he is a trifle buggy on this subject.

Appropriate the money which have been paid in taxes and which will be paid the next few years in the vicinity of the proposed road to Bayocean, and a fine boulevard could be constructed. The fact of the matter is, that part of the county has been paying taxes, since taxes were first collected in the county, to build roads in other parts of the county. In fact, it contributed its share of the expense to building good roads in Fairview and Bay City, and to the expenditure of \$3000 to building a road around Bay City hill to benefit, well who?

The Headlight some years ago advocated the employment of a practical engineers to take charge of road work, but the necessary legislation has not been enacted to do away with the old system of viewing and planning roads. The meeting of the Bay City club and the one at Fairview last week endorsed, after many years, what we had strongly recommended. Will the Bay City club and the Fairview Grangers kindly inform us what need is there for a practical road builder at a big salary when their aim and object is to close down road work for eighteen months?

We hear quite a number of persons who strongly advocate the completion of the road to

Netarts. So do we. As the Bayocean people and others in that vicinity have guaranteed to shoulder more than half the expense for building a road, it might be well for the property owners at Netarts to put their shoulder to the wheel and help out with about \$8,000 and not expect the county to pungle up every cent. Money talks, and talks loud, when property owners are willing to put up dollar for dollar with the county. This should not be expected of property owners who have paid taxes for a number of years and have no road, but this appears to be the only way of pushing things ahead.

Bro. Taylor, of the Cloverdale Courier, was in a happy frame of mind when he was in the city on Tuesday. It was pouring with rain, and as that most always make Tillamookers wear a broad smile and feel gay, may have had something to do with his exuberance. He had hit on a novel scheme to boost Tillamook. He advocates that the railroads take the members of the Tillamook County Booster-Editors' Association back East free to boost the county, and that the Commercial Clubs of the county pay the expenses of the trip. That the Booster-Editors would make good on such a trip we have no doubt, for they know how to boost and shout for Tillamook county, but the publicity spirit have not at present reached that stage of the game when sufficient funds could be raised for such a trip. The spirit of the times is to sit down, do nothing, not even road work, and go to sleep, instead of making an effort to get new money, new energy and life into the county. Bro. Taylor's idea to boost the county is a good one, but we hope he will not talk too strong on that point for fear the clubs might take up his proposition and send the Booster-Editors East at a time of year when they are liable to butt up against a blizzard, cyclone or the weather at 50 below zero.

We are sorry to see the Bay City Commercial Club opposed giving Bayocean Park a road. This certainly is a mistake and puts Bay City in a wrong light. If any section of the county is entitled to a wagon road it is Bayocean Park, for the company having taken hold of a piece of property which only paid a few dollars tax and converted it into a place where it is classed now amongst the big taxpaying concerns of the county, should receive better treatment from a commercial body. The sum of \$15,000 or \$20,000 to give Bayocean and the property owners on the south side of the bay a way out is insignificant and only a drop in the bucket compared to Bay City bonding the Port district for \$250,000, the interest on which would be \$15,000 annually. It is the privilege of the Bay City club to get in and scrap Bayocean and Tillamook, and if this continues it is only natural to suppose that this city will break with the city on the bay with regard to bar improvements, something of far more importance to Bay City than the expenditure of a few thousand dollars to give a deserving and enterprising and heavy taxpaying company a wagon road. Bay City's club has placed itself in the position of the small boy who attempted to bite off his nose to spite his face.

The good roads movement is a source of much discussion and agitation, not only in this county, but in most every county of the state. Any niggardly policy in road improvements is sure to meet with disapproval by a large majority of the people, no matter how a few individuals may attempt to thwart it. Failing to obtain the good roads that the people long demanded, with no prospect of obtaining them under a cheese paring policy of a few unprogressive individuals, the people of Jackson county, sick and tired waiting so long, took the bull by the horns and forced through a bond issue by popular vote for \$1,500,000 for road improvements. That is going it some, but it shows plainly the sentiment of the people towards good roads. Conditions are about the same today here as in Jackson county. We are emphatic when we say that there are a number of road improvements which should be carried out, but should the policy be adopted as outlined at Fairview it will be until the spring of 1913, or eighteen

months, before any considerable money is available for road work, with no assurance whatever that these necessary improvements will be undertaken then or even considered. But this is the condition of affairs some of our citizens, who have good roads themselves, want to insist upon in this county. As we have previously stated, we are not in favor of bonding the county for road improvements when a ten mill tax for the next few years will come near fulfilling the needed requirements of the county. This is what we call a conservative, middle of the road, yet progressive course to follow, which does not go to the extreme on one hard of closing down road work for eighteen months nor going to the other extreme of bonding the county for a large amount of money. It can be taken for granted that the sentiment in favor of bonding the county is much stronger since the meeting at Fairview last week, for having all the good roads needed in that vicinity, the south and north ends and other parts of the county cannot have much road improvements, and rather than suffer this injustice at the hands of those who have forgotten the golden rule, they will vote for a bond issue for relief and redress. From now on we expect to see many persons line up with those who favor bonding the county since it is proposed to stop road work for eighteen months, and it would not surprise us much, with the assurance of the Nehalem country and the south part of the county were to receive immediate relief, with a strong vote from the incorporated cities, that a bond issue election would carry in Tillamook county the same way and for the same reason it did in Jackson county. Those who attempt to retard the progress of the county after they have obtained all the good roads they need for themselves will not succeed. People will not stand for that kind of injustice. After considering the needs of road improvements in all parts of the county, we still contend that a ten mill road levy is the most just and equitable policy, and far more sensible than closing down on road for eighteen months or go to the other extreme and bond the county for \$1,000,000 or \$1,500,000.

Farmers Utilize Automobile.

The automobile is somewhat more than a luxury for Farmer P. D. Friesen and his family, whose farm is two miles from Inman, says the Fopeka Daily Capital. Early in the morning the auto takes him to the farm, and sharp at noon he and the hired man come rolling in for dinner and to spend the noon rest period. The big jobs, especially plowing, are done with steam power, so that one hired man is sufficient most of the year.

Fred W. Haines, an official of a prominent Chicago automobile company, has the following to say regarding the increased popularity of motor cars among farmers:

"It now seems that the American farmer is finally awakened to the possibilities and utilities of the modern motor car in his everyday plan of modern farm conduction. This has been by no means a rapid evolution, for the horse-drawn carriage put up a powerful fight before it finally stepped down and gave way to the modern automobile. The farmer has always been slow to take up with every new idea that came along—and wisely.

"His native shrewdness is a formidable armor against gold brick schemes and untried projects. Not until after years of ceaseless demonstration and actual performance of car after car over the roughest of roads, the deepest of mud and the most pitiless conditions of weather and grade has he finally acknowledged the supremacy of the motor car in his own field of endeavor. He knows that it means time and energy saved.

"With the carriage he spent thrice the length of time on the road coaxing a team of laggard horses to cover a distance that he could negotiate in a comparatively short space behind the wheel of his car. Then, of course, he saves all his energy, and the energy of his horses, for his farm work, for to drive an automobile is more a bit of recreation than work.

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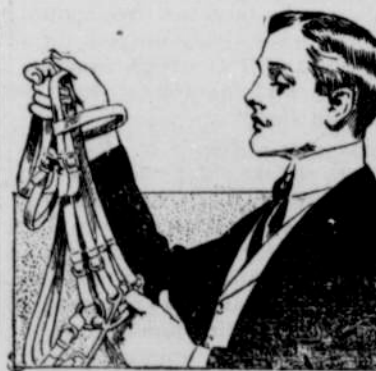
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