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The Tillamook Headlight.

Editorial Snap Shots.

Start good roads clubs in all sections of the county and help boost the good roads movement.

Still the process goes on of hauling mud gravel onto the business streets and hauling it off.

If any of the Fairview Grangers had paid \$5,000 in taxes and had no road out, the same as Bayocean, they would have reason to howl. And we would not blame them any.

The only combine that we are aware of between the Ports was when the Tillamook and Bay City Ports combined and agreed to bond to the limit for bar and harbor improvements.

We are reliably informed that United Railways will come down the North fork of the Nehalem, and it is reported that the company is negotiating for property at Garibaldi for its bay terminal.

After all is said and done there are those who think that the Fairview - Bay City agitation was for the purpose of intimidating the County Court? If that is the case, then men who want to be political bosses in the county are not dead yet.

The 1st November has come and gone, with the promised train service on the P. R. & N. to be put off to another date. Patience is one of the virtues Tillamookers excel in, consequently they are not disappointed at the delay. Next Sunday is the date now set for the train service.

The vote last week in Carnahan precinct shows again that the rural districts are opposed to harbor improvements by local efforts. In some respects we do not blame them, but as we believe water ways are just as important to a county as highways, it is here where we differ with our rural districts.

We have this much confidence in the County Court, that when it takes into consideration the matter of the next levy, it will study the needs of the whole county from an impartial and disinterested standpoint. The court is familiar with conditions in all parts of the county, and better able to judge what is just than those who stay in one locality all the time.

We expect that oil will be poured on the troubled waters when the Ports of Tillamook, Bay City and Bayocean get together for the purpose of improving Tillamook bar. This is what must take place if bar improvement are to come about, and it is just as necessary to get for bar improvements as it is necessary to pull together for road improvements.

With the formation of a Port of Bayocean it is impossible to keep that part of the bay bottled up much longer. Some few individuals may retard the development of the county for a few months longer at the most, but they will be swept aside by the transformation which will come about with new people, with new money and new energies, flocking into the county. This is the history of most all places which have been bottled up.

How easy it is for some men to pull down and never build up and pass around insinuating remarks reflecting upon the honesty and integrity of the members of the County Court. Come out in the open and prove these insinuations. That is the proper and most manly method to pursue, not peddle a lot of gossip. There will be a grand jury a week from next Monday and it is up to those who are so flip in making these insinuations to come forward and prove them.

There is a strong sentiment

in the county opposed to road work being stopped, and it is a right sentiment, notwithstanding the efforts of those we want to place the county on a cash basis and close down work until this is attained. Rather than see road work stopped there are those who would vote to bond the county for \$1,000,000 if it comes to a choice of the two extremes. This is what the agitation is responsible for, and it is surprising how many persons are changing their ideas about bonding the county for road improvements.

If the Fairview Grangers hold a meeting at Bay City, we want to suggest a subject, viz., "Bay City Port having entered into a dicker with the Port of Tillamook to go the limit in bonding the Ports for bar improvements, what was the real cause of Bay City hobnobbing with and were received in open arms by those who are opposed to bonding?" We certainly think that Bay City is in the wrong pew.

It used to be argued that there was no use building a railroad to Tillamook because there was not enough business. It is now frequently stated that there will be nothing for the steamers to do after the railroad is running. This is where people are mistaken. It will queer the passenger business we are ready to admit, but when it comes to handling certain freight and shipping cheese the steamers will carry it at less cost than what the railroad will handle it. With the opening up of the country connected with the railroad, there will be an increase in business for freight carriers.

Farmers have been swopping and trading in land amongst themselves so long that values have kept on jumping at such a lively gait that they reached exorbitant prices. With it the assessments were raised, and this is where the shoe is pinching just now. Every time a farm was sold for a certain sum, farmers raised the price of their farms a notch higher, so much so that the high water mark in values was reached, even though it took only a few hundred dollars to swap a farm claimed to be worth from ten to thirty thousand dollars. The farmer who sold his farm in Tillamook county at a big figure and then bought equally as good land in this or other states at about one third was the most foxy trader.

Just for an agreeable change let every progressive citizen boost for road improvements and more of them. The county needs them and must have them, for it has been bottled up too long. The snap shot man contends that \$150,000 is little enough to spend annually on roads. Good roads advocates should get together in all parts of the county and raise a protest against stopping road work, in opposition to those who, having good roads themselves, don't want to give other settlers a square deal. What's the matter, anyway, with some of our citizens? Is it mossbackism, or what is it? Out of the \$150,000 that is proposed to expend on the roads next year \$112,500 would be paid by the timber owners and nearly the whole of the \$150,000 would go into the pockets of the farmers and they would get good roads as well. Tillamook County never had a better opportunity to obtain good roads at a nominal cost and a financial benefit to the people. The snap shot man is most emphatic in saying we're a lot of mossbacks or born idiots if we won't build good roads under such favorable conditions.

The Fairview-Bay City agitation has reached the personal, selfish, mud slinging stage, and with this is a whole raft of malicious insinuations flung at the County Court by the Bay City newspaper. The old Tillamook spirit of "rule or ruin" is not dead yet, for underlying this agitation there are personal and selfish motives. Take, for instance, Bay City's position in opposing a road to Bayocean. It was narrow selfishness, for anyone can see that Bay City is afraid that the rapid progress which is being made on the other side of the bay will injure Bay City's prospects, and to us it looks exceedingly small for one realty company to get in and fight another realty company. Unfortunately Bay City forgot the golden rule, for what improvement goes on in one

part of the bay is a benefit to other parts. Bay City cannot expect to hog the whole bay or dictate and control the county for the benefit of a land company. Then there are those who own valuable farms and who have good roads themselves butting in and wanting to deprive other sections of good roads. Yet another set of men with an axe to grind are those who have been superceded supervising road work by better men, consequently they start in and knock. With so many personal and selfish motives at the bottom of the present agitation, it shows distinctly that it is a tussel between justice vs. injustice, right vs. selfishness, and progress vs. rule or ruin.

Edison on Roads.

Thomas A. Edison, just home from Europe, says that America is good enough for him. We lead the Old World in electricity, he declares, adding: "But the roads there are perfect. We don't know what roads are. We are a raw country on the road business."

"France has got the best road engineers in the world. They build roads to perfection. On a 2000-mile automobile tour I only passed over two miles and a half of bad road, and for a distance of 1800 miles I did not see a rut 2 inches deep. France is a big park. It is farmed every inch of it, and they raise two or three times as much to the acre as we do. But I am still perfectly satisfied with my own country."

A Kentuckian killed himself on hearing that he was again the father of twins. Reformers should note that there is also unsocial suicide.

Col. Roosevelt has decided to pursue a policy of general silence. This ought, at least, to win the hearty commendation of Champ Clark.

Alaskans are to hold a convention to ask Congress for more legislative power. Uncle Sam has few territories left and they may shortly be knocking as states.

Senator La Follette goes a step further than any of the other reformers. When he believes that the voters of the country have not voted right he wants the privilege of recalling them.

Champ Clark reminds us for all the world of that foolish fellow in "David Copperfield" who, being afraid to pop the question for himself, sent to the lady the enigmatic message of "Barkis is willin'."

In resigning Senator Bailey is said to have stipulated that one of two editors named by him shall be his appointive successor. Some other esteemed contemporaries will call this a handicap as to a future election.

One Italian who received threatening letters from the Black Hand gave them to the police, and the police, with the co-operation of the man threatened, have made a number of arrests. This is the only way in which black handing, dynamiting and terrorizing in general can be stopped, and we hope to see our Italian citizens more often resorting to it.

The farmers of the western half of Kansas are having plans made for the construction of thousands of small ponds in which to store the winter rains and snows and money is being loaned for this purpose. The state experts have convinced the farmers that by thus increasing water surface supply of the state they can increase the rainfall during the hot months of next summer. As an inducement to build these ponds the state has offered to remit a portion of the taxes at the rate of \$100 for every pond 1 foot in depth covering ten acres and \$200 if the dam is made of masonry so as to be permanent. Besides, the state will furnish plans and trees will be sent to plant around the ponds.

It is made clear by the national convention devoted to manufactured gas just held in St. Louis that the great field occupied by the business of furnishing the public with light, heat and power, will not be surrendered to electric companies. Inventors are apparently as busy with commercial gas as with electricity, and a device was shown at the convention which is claimed to insure better economic results than any recently reached in electric service. The surface combustion process in connection with the porous fireclay burner, is said to promise an immense improvement in the use of illuminating gas forecasting a reduction of three fourths of the cost, while the efficiency, especially in cooking, will be much increased. This invention comes from England, where the price of manufactured gas already is decidedly lower than in the United States. Experiments with the surface combustion method at the St. Louis convention were pronounced successful and were certainly interesting.

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R. A. Davis, 677 Washington St., Portland, is in his 84th year. He writes: "I have suffered much from my kidneys lately and I had severe backaches and pains too frequent, causing me to be unable to sleep at night, and in my bladder I found a mass of stones. I took Foley's Kidney Pills and am now free of all trouble and am up and around. Foley's is the highest recommendation."

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