

CLATSOP LETS CONTRACT

Tillamook County Will be Connected with Columbia Highway Next May.

The last of the three big contracts connected with the construction of the Columbia River highway in Clatsop county was awarded by the county court Thursday to Jeffrey & Bufton, of Portland, the price being \$58,519.70.

The successful bidders submitted the lowest figures of any of the five firms represented. Their bids were as follows:

- Copenhagen Bros.—\$65,030.40. Peterson & Johnson.—\$65,806.00. Boyajohn & Arnold.—\$68,914.80. Giebisch & Joplin.—\$67,682.85.

The contract was let on a unit price basis, and based on the advertised quantities. The plan is the same as in effect in the east end of the county. By this plan the court is in a position to say just how much of the improvement is to be made, more or less, just as conditions may warrant. The contract price is \$7,000 below the engineer's estimate of the work.

The right of way to be improved extends from a point 16 miles south of Seaside to the Tillamook county line, and when completed will connect with the coast road in Tillamook County, giving direct connections with Tillamook City and other points in that part of the state. The stretch of right of way to be improved is nine miles in length.

Following is an estimate of the work to be done:

- Clearing—45 acres. Grubbing—2,670 square rods. Excavating. Hard rock—1,400 cubic rods. Soft rock—17,200 cubic rods. Loose rock—1,500 cubic yards. Hardpan—42 cubic yards. Earth—48,000 cubic yards. Overhaul—56,000 cubic yards.

Major Bowlby, L. Griswold, highway engineers as well as the members of the Clatsop county court are well pleased with the awarding of the contract, as the price is reasonable and the firm who received the contract a reliable company. L. E. Bufton, representing Jeffrey & Bufton was at Astoria on Thursday and when notified that he was the successful bidder stated that he would have his equipment on the ground ready to start the work in 10 days. The improvement according to the contract must be completed by May 1, 1915.

This will be the last contract to be awarded by the Clatsop county court in connection with the Columbia river highway. The first was for the construction of the road between Astoria and Westport, at a cost of approximately \$200,000 and the other for the improvement of the Nehalem route at a cost of \$100,000.

Dangerous Theoretical Taxisms.

Oregon this year is to vote on a graduated sur-tax amendment to its state constitution. Its alleged purpose is to discourage land monopoly. If adopted and placed in operation, Oregon's growing lumber industry will cease to grow. The state never could be first among all states in lumber production, as now seems Oregon's manifest industrial destiny. If timber cannot be accumulated in sufficient large tracts to permit sawmill operations for a period of years, the lumber industry could not exist. A sawmill with only one hundred and sixty acres back of it, is not an asset to any state except the state of bankruptcy. It would not be of much consequence in the way of a payroll, wages would be irregular, the company would not be entitled to a line of credit sufficient to make its meager product, and the operation generally would be hazardous.

Voters Demand Fewer Laws.

The voter has declared for fewer laws and lower taxes. In November he will have opportunity to demonstrate whether or not he was sincere in his declaration. To pass a lot more freak laws, each on necessitating increased taxes, will not be setting a good example for the legislature. It is an imposition on the voter to ask him to give sufficient study to 29 measures to be able to vote on them intelligently. It is not only an imposition, but it is mighty expensive. The way to put a damper on these freak laws, each one of which raises taxes, is to vote no on every law not fully understood. Here is another opportunity for the voter to prove that he meant it when he hollered for lower taxes.

The advice to vote no was followed so persistently at the last election that the number of measures on the ballot this year will be nine less than before. If the voters continue to follow the "vote no" advice, the initiative will eventually become what it was intended formerly—a club over the legislature.

This is the voter's opportunity to do what he stated he would expect the legislature to do. He cannot expect the legislature to do what he will not do himself.

MORE EGGS COME IN.

Chinese Importations Under New Tariff Enormous.

Few Portland people have any idea of the extent to which they have been partaking of eggs imported from China for their breakfast since the duty on this food product was removed by the Underwood tariff bill. Records at the United States custom office in this city show that from October 3, 1913, when the Administration's tariff schedules went into effect, until June 30 last, a period of only nine months, 259,511 dozen poultry eggs, valued at \$32,710, were received at this port from Shanghai and Hongkong. This quantity was more than 250,000 dozen more than the importations for the full year ending October 3, 1913, when only 9048 dozen eggs, with a valuation of \$700, were entered at this port from all foreign ports.

Neither do these figures tell the whole story, for the reason that the bulk of imported eggs for the Pacific Coast market is entered at the ports of Tacoma, Seattle and San Francisco and distributed from those points by jobbers to their trade.

Duty of 5 Cents Removed.

Prior to the action of the Democratic Congress last year there was a duty of 5 cents a dozen on all imported eggs. But in the Underwood bill this tariff was removed and eggs from China and all other foreign ports are admitted free. The Oregon poultrymen feels that he has a legitimate complaint because of the removal of this protection, while the consumer is unable to figure how, with eggs quoted at from 25 to 30 cents a dozen the removal of the duty on this product has reduced the cost to him.

With the amended tariff schedules provided in the Underwood bill other farm products are finding their way to the local market. This is particularly true of fresh beef and butter. For the years before the Underwood bill went into effect not a pound of fresh meat or butter was received at this port. But the importation of these products began simultaneously with the material reduction in the tariff as provided by the Democrats. The duty on butter was reduced from 6 cents to 2½ cents a pound, while a tax of 1¼ cents a pound on all fresh beef was entirely removed.

Beef and Butter Imported.

The result has been that in the nine months, ending June 30 last, 5488 pounds of butter, valued at \$1391, were entered at this port, while for the same period the importation of fresh beef amounted to 154,637 pounds, with a valuation of \$15,338. All of the beef came from Canada.

As a direct result of the removal of the tariff on fresh beef the great bulk of this necessary supply for Oregon state institutions is now imported from Australia. The meat is entered at Puget Sound ports and thence shipped in carload lots to Salem for distribution among the various institutions maintained by the state. As is the case with eggs, most of the fresh beef and butter imported for the Pacific Coast trade is entered at either San Francisco or the ports of Puget Sound.

As soon as it became evident that Europe was to engage in war on a large scale, there was much speculation by economists as to the effect on American business. That wheat would advance in price seemed so certain that a phenomenal bull movement began, checked later by the fact that the export business was paralyzed through inability to get ships which could safely put to sea. Cotton suffered a slump in price because the regular foreign demand for the raw product would be diminished for an indefinite period, without any certainty as to how soon there would be a greater American demand and how great that demand would be. Some theorists predicted that manufactured goods for which we have a normal foreign demand would fall in price through that demand ceasing. Others contended that our surplus could be used in supplying the South America markets hitherto depending on European countries whose energies are now turned to the making of war. The adequacy of shipping facilities injected another element of uncertainty into the case. The checking of immigration and the return of reservists to Europe would cause a scarcity of labor here was another prediction.

One of the big immediate consequences of the European struggles to the commerce of the United States is already seen to be the opening of the gates of larger trade between this country and the nations of Central and South America. So long as the war closes the channels of European trade the Latin republics must look to this country largely for their needed supplies and for an outlet for their products.

Any nation that did not receive an ultimatum while they were being passed around should hold up its hand

Dr. Smith and His Little Piece.

Portland, Oregon, August 27, 1914.—Where did Dr. Smith, Democratic candidate for Governor, get the nice, little fixed-up speech which he gives almost word for word in every place where he talks? There are some people in Portland who are uncharitable enough to the "West" candidate to suggest that the speech was edited in the inner editorial office of the magnificent new building recently put up by Col. Jackson for the Oregon Journal; they further whisper that the speech was afterward carefully censored by Governor West himself so that nothing dangerous to the West interests should appear therein. Then, the story goes, after the speech had been pruned and patched up, it was typewritten on a nice, clean sheet of paper and given to Dr. Smith to learn. Those who have heard the speech in different places declare that he has learned "his little speech" just as it was given to him and to recite it without a slip of the tongue.

It is wondered by some here if the present nervous activity of the Oregon Journal and its editorial effort to make out that Dr. Withycombe is a "corker" candidate, is not an attempt to distract attention from its own reported activities in "canning" Dr. Smith's speech. They point out that it was only a short time ago that the Journal was throwing bouquets at Dr. Withycombe for his fearlessness in expressing his opinion. These editorials appeared under the headline, "Dr. Withycombe's Candor." Does the Journal want its readers to believe Dr. Withycombe to be a fearless but mistaken man or do they want these readers to believe the present story they are telling that the Republican candidate is an amiable man, but afraid to express his mind?

It is a curious thing that this nervous bustle in the editorial sanctum of the great non-partisan (?) daily of Oregon has only started within the last few days. This circumstance, linked with the rumors going about that the Democrats are trying to trade off Smith votes for Chamberlain votes, lends force to the notion that the Democratic managers have at least come to a realization that their hope of electing Dr. Smith is absolutely forlorn and they are up to the same old stunt of "Saving George."

Great Waterway Opened.

The Panama Canal is officially opened to traffic. Locally the event was celebrated with much enthusiasm. The progress of the steamship Ancan 10,000 tons register, through the forty-one and one-half miles of the canal's length was marked by elaborate ceremony, including the display of the flags of all nations. The official international celebration, however, will not take place until next spring, all the maritime nations having accepted an invitation to participate in a great naval display, if not otherwise engaged at the time. This fact and the further fact that the crane La Valley passed unofficially from ocean to ocean on the 7th of last January and various boats and barges traversed the canal following the sending of the American fleet to Vera Cruz, divested the formal opening of much of the interest it would have otherwise aroused. But the fact that the canal is now open to the vessels of war and commerce of all nations which will obey the rules laid down by us in the Hay-Pauncefote treaty is one of importance, aside from ceremonies.

The canal is admittedly the greatest engineering feat of history, and it was accomplished only through an equal feat in sanitation. The failure of De Lesseps, the builder of Suez, to repeat his success at Panama was due as much to pestilence as to the other manifold difficulties. The loss of life was one of the greatest industrial tragedies of history. But Col. Gorgas and his assistants of the department of sanitation have transformed the Canal Zone into a health resort. During August of last year there was not a single death from disease among the 12,841 white American men, women and children on the isthmus. This would have been set down as inconceivable when the great work was started. The work of Col. Gillard on Culebra Cut and the general efficiency of Col. Goethals are a part of the imperishable record of American achievements.

While it is the expectation of Americans that the canal will be chiefly of commercial value, it must be admitted that the project is a result of patriotic concern in time of war. But for the long trip Capt. Clark made in the Oregon during the Spanish-American war, when "he traveled on the heartstrings of 90,000,000 American citizens," the building of the canal might have remained a dream for whose realization men like Grant and Seward and Blaine might have vainly striven for generations. During Capt. Clark's trip the American people formed the resolve to build a canal, even if it should cost \$200,000,000, and should require the abrogation of the dog-in-the-manger

treaty with Great Britain. It is a peculiar coincidence that the canal is being formally opened at a time when a similar resolve is apparently being formed during a foreign war to build an American merchant marine. The marine and the canal properly go together.

International marriages among royals do not constitute a check on war. A king would as soon fight his mother-in-law as anybody else.

Secretary Bryan has liberated more doves of peace than any other statesman of modern times. The net result, however, has been to plunge a whole continent into war.

A baby boy was born on the steamer Bowling Green on Green River, near Evasville, Ind., and the thoughtless parents yielded to a most diabolical suggestion that the youngster be named Steamboat Bill. While the fair Juliet tried to argue herself into believing that there in nothing in a name, the weight of authority is against her. Waiving the discussion of spondee and dactyls which Mr. Wilson's metamorphosis of his name has provoked, we but appeal to common experience that the life of a child may be blighted by its name. Often the entire character is changed Steamboat Bill must become a little puglist or lose his self-respect. The first time he appears on the play ground some irreverent lad will begin to "toot" in imitation of a steam boat, even if he does not try to make a noise like a calliope. Those reckless parents do not dream of the troubles they are needlessly stacking up for their helpless offspring.

SUMMONS.

In the Circuit Court of the State of Oregon for Tillamook County. Robert Osborn, Plaintiff,

vs. William L. Riefenberg and Lillian C. Riefenberg, his wife John Storm, the unknown heirs of Obed S. Thomas, deceased, and also all other persons or parties unknown, claiming any right, title, estate lien or interest in the real estate, described in the complaint herein.

Defendants. To the unknown heirs of Obed S. Thomas, deceased, and also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint herein:

In the name of the State of Oregon you and each of you are hereby required to appear in the above entitled court on or before the 5th day of October, 1914, and answer the complaint filed against you in the above entitled cause, and if you fail to so appear and answer within said time, for want thereof the plaintiff will apply to the above entitled court for the relief demanded in his complaint, to-wit: for a decree as follows: First: Decreeing that you, the said defendants, and the other defendants above named, or any of you, have no right, title or interest at law or in equity, of any kind of nature, in and to real property situated in Bay City, Tillamook County, State of Oregon, described as follows:

Beginning sixty (60) feet west of the northwest corner of block four (4), James M. Fuller's Addition to the town of Bay City, Tillamook County, Oregon, being the northeast corner of the tract to be described, thence west two hundred (200) feet, thence south one hundred (100) feet, thence east two hundred (200) feet, thence north one hundred (100) feet, to the place of beginning;

Second: Quieting the title of the plaintiff in said property and the whole thereof against each of you and each of the other defendants above named, and each and every person claiming by, through or under you or any of you, or any of the other defendants above named.

Third: Establishing and decreeing that plaintiff is the absolute owner in fee simple of the whole of said property above described, and that none of the defendants above named have any estate, title, claim or interest in said property or any part thereof.

Fourth: Perpetually enjoining and restraining you and the other defendants above named, and each of you and each of said other defendants, from asserting or claiming any right, title, estate, lien or interest in said real property hereinbefore described, or any part thereof.

Fifth: The said plaintiff will further apply to the Court for such other and further relief as to the Court may seem meet and equitable.

This summons is published by order of the Honorable Webster Holmes, Judge of the above entitled court, made on the 10th day of August, 1914, in and by which order it is prescribed this summons shall be published for six weeks in the "Tillamook Headlight", a weekly newspaper of general circulation printed and published at Tillamook, Tillamook County, Oregon, and requires you to appear and answer the complaint on or before October 5th, 1914. The date of the first publication is August 20, 1914.

Platt & Platt and J. Bailey, Portland, Oregon, Attorneys for Plaintiff.

Notice to Taxpayers.

Notice is hereby given that those who have made half payment of the 1913 taxes, with an interest charge included, will be refunded the interest and that half payments received from now up till September 1st will be received without interest.

By order of the County Court. B. L. Beals, Treasurer.

Special Train Service AND Low Round Trip Fares TO NEHALEM AND RETRUN. ACCOUNT

NEHALEM VALLEY INDUSTRIAL AND FLORAL FAIR, VIA THE Pacific Railway and Navigation Co. SATURDAY, AUGUST 29th.

To give all an opportunity to attend the Fair, the P.R. & N. in addition to regular train will have

Special Night Trains

Leave Tillamook 6:30 p.m., 8:45 p.m. and 12:01 a.m. Leave Wheeler for Tillamook 10:28 p.m. and 1:43 a.m.

These trains will stop at all points between Tillamook and Wheeler. Regular trains will leave Tillamook at 7:30 a.m., 10:30 a.m. and 4:45 p.m. Leave Wheeler 8:54 a.m., 3:10 p.m., 4:10 p.m., 6:27 p.m. (Boat will meet all trains at Wheeler).

Round Trip Fares to Nehalem.

Table with 2 columns: Location and Fare. Tillamook \$1.45, Rockaway .65, Bay City 1.15, Brighton .40, Garibaldi .85, Manhattan Beach .55, Bar View .80.

Tillamook County Booster Band, 60 Pieces, Will be in attendance. Fine Display of Industrial Exhibits, School Children exhibits, etc.

Further particulars from nearest P.R. & N. Agent, or handbills.

JOHN M. SCOTT, General Passenger Agent, Portland, Ore.

Don't Forget the Date, AUGUST 29, And the Place is Nehalem.

Nehalem Valley Industrial AND Floral Fair.

Bigger, better and more interesting than ever before. The Dahlia exhibit this year promises to eclipse anything ever attempted. The growers have planted their bulbs to be in best bloom at the fair time. The children promise something exceptionally nice in their exhibit department. You cannot afford to miss this fair. Just a day of real enjoyment and an opportunity to visit the rich Nehalem Valley. Good train service. You'd better come.

Mr. Bailey told the Texas Democrats that if they defeated his resolutions he would run for the Senate in 1916. And they were so eager to have him run that they defeated his resolutions by a vote of 645 to 107. The candidate who is willing to drop the tariff question, the trust question, the liquor question and the war question, and go in for lower taxes will eventually get the most votes.