

**WATER HIGHWAY TO TILLAMOOK CITY.**

**Effort to be Made to Enlarge the Port of Tillamook.**

A project for deeper water and a straight channel to Tillamook City is being urged upon the U. S. Engineer Department by Mr. Ray B. Compton, special representative of the Port of Tillamook. It is believed a survey will be made by the government within a short time in order to determine the best method of improvement and to make estimate of cost.

The tentative project outlined includes the elimination of some of the worst bends in the channel, cutting off projecting cones and deepening the channel some 4 to 6 feet. The project includes the building of a combination dipper and suction dredge for use at Tillamook, Nehalem and upon the Yaquina river. It is believed the project will be adopted for execution entirely by Government funds in view of the fact that the charter of the Port of Tillamook does not allow a bond issue of any kind. Such a project would be of great benefit to the entire community, especially to the farmers using large amounts of hay and to the county in its use of cement upon the roads, as lumber schooners returning to Tillamook from California points would bring in hay and cement at rates far below those now paid for such freight.

Mr. Compton, states, however, that a larger Port is needed to press the claim for recognition by the Engineer Department. After a full discussion of the merits of such a move a petition was circulated and filed on the 3rd instant requesting the County Court to call a special election to submit to the voters the question of the annexation of new territory to the port. The County Court has the matter under advisement at the present time. An election will probably be ordered for November 21st or shortly thereafter.

In view of the fact that the Port Commission cannot bond the district and that the tax limit of the Port of Tillamook is only two mills and particularly in view of the need of a larger port in obtaining the much needed improvement by the Federal Government, and the consequent benefits to everyone using products imported either by rail or water, it is much to be hoped that the proposed annexation will receive the approval of the voters at the coming special election.

**Port Commission Explains the situation to the Voters.**

Tillamook Oregon, October 5, 1916.

Dear Voter:—In the year 1889 the State Legislature created the Port of Tillamook, with the following boundaries: "All that part of Tillamook County included within the present corporate limits of the City of Tillamook, and fifty feet on each bank of Hoquart Slough from the east boundary of said city of Tillamook westward to and including Dry Stoking Bar."

Except for the Port of Portland, the Port of Tillamook is the oldest of the Ports in Oregon. The ports of Tillamook and Portland each being created by special enactment of the State Legislature, are not governed by the same laws as those governing other port districts. All other port districts have been created under and by virtue of what is generally known as "The Port Law," passed by the Legislature in 1909, and derive their power from that law. The Port of Tillamook, however, derives its powers and indeed its very existence solely from the special act of 1889. The powers conferred from the Port of Tillamook differ very materially from those conferred upon other Ports and the mere fact that a certain power is exercised by a port organized under the general port law should raise no presumption of an ability on the part of the Port of Tillamook to exercise a like power.

In the year 1911, the Legislature passed an act providing a method by which all ports might enlarge their boundaries by the addition of new territory thereto. The act provides for the presentation to the County Court of the County in which the port is situated, of a petition requesting the holding of a special election within the port and within the territory proposed to be annexed thereto, at which should be decided the question whether or not such new territory should be annexed to the port. A majority vote, both within the port and also within the territory proposed to be annexed, is required by the act in order that such annexation may be accomplished.

In conformity with the provisions of that act, a petition has been presented to the County Court of this County, signed by the requisite number of voters, requesting the holding of such an election. Such election will probably be ordered held sometime between November 15th and 30th, 1916, (definite date will be announced later) and all voters living within the territory proposed to be annexed, and also those now within the port, will be afforded an opportunity to cast their ballots either for or against the proposed annexation.

A full description of the territory proposed to be annexed will be given in the notices of election, which in accordance with law will be posted in conspicuous places in each precinct. Such a description, however, is very difficult to correctly understand without a map by which it may be followed, and a map, upon which are traced the lines of the present port and the boundaries of the territory proposed to be annexed thereto will be forwarded at a later date. In general it may be said that the territory proposed to be annexed to the Port of Tillamook is that territory lying south of the township line between township Two South and Three South, west from the Yamhill County line to and including the east half of the townships lying in Range 10 west of the Willamette Meridian, and including Bavoacan.

This circular is mailed to you in the belief that being a registered voter within the limits of the territory pro-

posed to be annexed to the port, you are vitally interested in same. With such interest you probably desire all available information regarding the port and the benefits and liabilities accruing to you by reason of such proposed annexation. It is the intention of the Commissioners of the Port of Tillamook to publish, in the form of circular letters to be issued from time to time, all available facts bearing upon such questions as will undoubtedly arise in regard to the advisability of the proposed annexation.

It is proposed to explain who are the Commissioners of the Port of Tillamook and their interest, collectively and individually, in increasing the limits of the port; to show clearly that there will be no taxation without representation, to explain where the funds come from by which this election is financed; to allow anyone so desiring to inspect the books and show where the money is spent. It is proposed to show in detail why the tax limit of the Port of Tillamook is as low as it is and why it will never be greater than at present; to explain why the Commissioners of the Port of Tillamook can never bond the port district; it will be explained to you why you, living within the Port of Tillamook will never have a Port bonded indebtedness as a mortgage upon your property, a freedom from which indebtedness or the liability to such indebtedness is not had by the inhabitants of any other port district in this state. It is proposed to give in detail and plans in regard to the improvement of the navigable channel to Tillamook, to explain the part which the port proposes to do and that which it is reasonable to believe will be done by the Federal Government. It is furthermore proposed to prove to you beyond any reasonable doubt but that for every dollar of Port taxes which you will ever be called upon to pay that many times that amount will be saved to you in freight rates, and decreased cost of the every-day farm and home necessities.

If all the above, and the various other points and questions which will be raised from time to time are satisfactorily explained; if it can be proved to you that it is to the material advantage of every person living within the territory proposed to be annexed to the Port that such annexation be accomplished, then your vote should be, and we believe will be, "300 X Yes."

This is but the first of a series of letters. Other to follow will discuss in detail one or more of the points mentioned above. The questions regarding the tax limit of the Port, the impossibility of the Port Commission floating a bond issue and the fact that a better harbor and greater water transportation facilities will effect a saving to each inhabitant of the community far in excess of any possible cost to him, will be given special attention.

As stated before, it is the desire of the Port Commission to explain every question that can possibly arise to the full satisfaction of every voter. Should you desire additional information upon any question which will be discussed in the letters to follow, any member of the Port Commission will be glad to furnish the same, or it may be obtained from the Assistant Secretary of the Port at his office in this city. Should any question arise in your mind which is not explained in the letters, any and all information available regarding such question will be cheerfully answered upon request.

Assuring you that it is our desire to give you all available information, and hoping that you will carefully read our letters and study the question of the proposed annexation, we remain,

Very truly yours,  
The Port of Tillamook Commission.  
By C. I. Clough, W. G. Dwight, C. J. Edwards, B. C. Lamb, Alex. McNair, C. W. Miller, A. R. Rosenberg, and P. W. Todd, Commissioners.

**Wants to Bond the County.**

Mr. F. C. Baker, Tillamook Headlight:

Dear Sir:—I have read with much interest in your paper from time to time the question involved relating to road matters and high taxes, and the bonding of Tillamook County for road building. Being considerably interested in the past as well as the future development of Oregon and Tillamook County in particular, I have given a great deal of my time and thought to questions relating to road building, taxes and bonding.

It appears to me that at this particular time it would be most opportune and a step in the right direction to further advance our interests in these questions by placing before the taxpayers of Tillamook County the road building program as outlined by the national government.

On July 8th the President of the United States attached his signature to two national good roads measures which involve in expenditure some \$85,000,000.00. These two bills are what are known as the National Good Roads Military Aid Highway Bill, and the National Forest Reserve and Government Reserve Roads Bill. As I understand these two road bills this money will be available for appropriations during the next ten years for the purpose of building Federal Aid Military Highways, as well as government roads to Federal Reserves. The Military Highway bill contains a continuing appropriation of \$75,000,000.00 and the Federal Reserve Bill for building roads in the Forest Reserves amounts to \$10,000,000.00 more. As I understand these two measures, from what I have read from associated press dispatches appearing from time to time in the daily papers, the Military Highway bill provides a fund for building main trunk roads by appropriating \$1.00 of National Government money for \$1 of state or county money appropriated for the building of military highways along the main trunk routes of travel.

The Forest Reserve, or Government Reserve bill, appropriates \$10,000,000.00 to apply for building roads where needed in the forest reserve section of the country. In considering the importance of these two bills as well as our situation in Tillamook County, as applies to this appropriation, I will say that from investigation, that Tillamook County has 22,400 acres of Federal Forest Reserve lands within our county, which amounts to 29.9-10 per cent, over one-tenth of the land of Tillamook County non-assessable and non-taxable, being in the Mount Hebo Reserve and Cape Lookout Reserve, which are part of the Siskiyou Forest Reserve lands. In dealing with this one appropriation of the federal government it seems to me that we should be entitled to some of this money for road purposes within the requirements of that law.

Now, coming back again to the Military Highway bill of \$15,000,000.00 appropriation, it seems to me that now is the logical time to use our very best efforts through our various officials of the county and state, and our Oregon delegation, to secure our share of at least a portion of this road money before other parts of the United States "beat us to it". I have an idea in mind that would be a great leverage in securing a nice appropriation from the government for military highway through Tillamook County, from Clatsop County on the north, to Lincoln County on the south, we have approximately 10 mile of road which is essentially a Military Highway paralleling the coast in a most advantageous position to provide a thoroughfare for moving bodies of troops from one point to another paralleling our coast. This road is also a very important loop in the Columbia River highway loop as we all know, and from its location at the present time it is practically a trunk highway of commerce, business and pleasure connecting the farthest ends of the county with the county seat.

I understand that a bond issue if voted by the taxpayers of this county on our present valuation would amount to approximately \$500,000, and if we could get a like amount from the National Government by voting a bond issue, this would give us approximately \$1,000,000.00 for a Military Highway through the county and I believe that a first class hard surfaced road could be built for not exceeding this amount. I am in favor of bonding the county, if by doing so it would be contingent upon the county receiving the federal or state aid for a like amount of the bond issue we would be able to float; otherwise we would not have a sufficient amount of funds to carry through the project of a trunk road from one end of the county to the other. I believe that if the taxpayers of Tillamook County were called upon to vote for a bond issue for a hard surfaced trunk road through this county, contingent upon securing the like amount from the National Government, I believe that such a proposition would be voted by a large majority.

In looking up the records of Tillamook county since 1911, taking the 5 year period from 1911 to 1915 the tax payers of Tillamook County have paid through their County Court over \$800,000.00 on roads according to the budget; and as I understand the situation most of our bridges, if not all of them, have been provided for out of the general fund, so you may see that we have probably spent between \$900,000 and \$1,000,000 on roads and bridges in Tillamook County in the past five years, and I might add at this time that it is possible that at least one half of this money has been expended only in temporarily relieving the bad roads and putting them in shape for a few years travel at best, when this amount will have been to a great measure wasted in primary work.

I believe that the taxpayers of this county will bear me out in stating, that the taxes during the past few years have become a heavy burden on meagre incomes, and in a great many instances it is through considerable personal sacrifice that some have been able to pay their taxes at all. And why all this tax burden? Isn't it a fact that a large amount of this money today is being used towards building hard surfaced, permanent roads, for future generations to realize the benefits from? Isn't it a fact that we are building as it is, a permanency for future generations and for future population of Tillamook county?

I believe from a source of economy that a bond issue for \$500,000.00 contingent upon the National Government or State, providing us with a like amount on a bond for say 20 years, would relieve us of at least one half of the taxes that we are now paying for roads, and give us a Trunk Highway through the county of a permanent character, at the cost for \$1.00 for \$2.00. A bond issue of one half million dollars could be paid off in 20 years by providing a sinking fund of \$25,000.00 a year, and our trunk highway through the county would be built within two or three years at most, and a great amount of money would be left throughout the county, and we would have our roads in a very short time and realize some of the benefits therefrom, as well as would our future population help pay for them.

It seems to me that it is possible to carry this matter through, and I believe that a plan could be worked out which would be of great advantage for the early development of both ends of the county as well as bringing us all closer together in a business and social way. I have talked this matter over with some of our citizens, who think the idea good, and now is the time to take this matter up in a general way and see what can be done towards securing our share of this \$85,000,000.00 National road fund.

Trusting that you will give this space in your valuable paper, and pardon me the length of which I have gone.

I am, Yours very truly,  
Rollie W. Watson.

**The Sunday Blue Law.**

H. W. Cottrell, secretary of the Pacific Religious Liberty Association in his anti-blue law address at the city hall Monday night said in part upon the 1884 Territorial Sunday forced rest law and all similar legislation is fundamentally wrong, for every citizen in Oregon has the natural, constitutional and divine right of choice to be religious or not to be, and if religious to choose the sect with which he will affiliate, and in either case to carry out his ideas of religion or non-religion, provided only that in so doing he does not invade the equal rights of any other person.

This antiquated blue law, after being dormant for sixty years, was resurrected about one year ago by some unscrupulous person and many of the best citizens of our fair state were dragged before the courts. Their prosecution continued in various sections of our country until, through judicial skill, a quietus was put upon such conduct by injunction, which applies only to local sections of the state.

The speaker declared the blue law unjust from every view point, and cited the fact that a baker who sells his product from his bakery on Sunday is just before the blue law, but if he should own a grocery also, and should sell a loaf of bread from its counter on Sunday, he is condemned by the law as a criminal.

The statute condemns the man as a criminal who opens the doors of his carpenter shop, enters and repairs the baby carriage on Sunday, but he may roof his house or do any other work on the outside of his building and he is a law abiding citizen in the eyes of the law.

Mr. Cottrell pronounced the statute class legislation and un-American. Referring to the fact that certain businesses were allowed to remain open on Sunday, while other strictly legitimate lines of business and equally essential to the health and morals of municipalities and of the State, are chained by the existing blue law, he said, "is unquestionable evidence therefore."

Mr. Cottrell said that the character of Sabbath being sought by the advocate of the enforcement of this law is not "civic," as is frequently claimed by its adherents. To illustrate the thought, he said, "a man who mows his lawn on Sunday, hoes in his garden, purchases a news paper, makes an automobile ride, digs potatoes in his garden, sells his produce in his grocery, is just as civilized as he would be if he were forced by the police power of religio-civil law to go to church on that day and listen to the most eloquent and sentimental sermon that ever flowed from lips of mortal man. Sunday compulsory rest having nothing to do with ones civilization, the Sabbath or the blue law cannot be civic."

For can it be an American Sabbath, nor America has had no opportunity to tie a claim on that day, in as much as England, Germany, France, and Russia observed it as a day of rest many years prior to our existence as a nation.

It has been judicially stated in the interest of this law: "That unintercepted witness tends to moral disengagement, perhaps so in very limited degree, but it does that prove that men should rest one 24 hour day in every seven such consecutive periods? Why not one in every ten, or five or eight? Why just seven?"

There is no law of physical being that requires all men to rest one day in seven for their best physical good. It is a religious law that makes the requirement.

Dr. G. L. Tufts, of Berkeley, Calif., is the chief agitator of the enforcement of this unjust statute, and he says the blue law is unjust. After speaking on the possibility of this law not being repealed at the November election, he says: "Then we will ask the next legislature to amend the existing law so as to make it up to date, effective statute, free from any unjust discriminations."

Portland Oregonian, July 10, 1916:

"Unjust and discriminatory laws should be repealed for they are un-American."

The Evening Telegram, Jan. 10, 1916; quoting from Judge Gantenbein's decision when he placed an injunction on Sunday blue law enforcement in Multnomah County, says: "It is apparent to most people that there are two motives which urge the enforcement of this law, spite and a certain fanaticism." "The motive of spite is wholly unworthy, and the other motive in its extreme expression is without reason. The law itself is inequitable. Its enforcement would work a hardship upon public or private benefit; and it is a safe and reasonable conclusion that the people of Oregon do not want and will not vote for its enforcement."

That the Sunday compulsory rest is in the nature of a religious institution, is unquestionably evidenced by the following direct testimony of official men who know the object of their aim.

At the International Lord's Day Congress held in Oakland, Cal., in July, 1915, Henry Collin Minton, D. D., L. L. D., president of the National Reform Association, speaking of Sunday forced rest said: "We are facing the great question in this Congress only as we see it a religious day \* \* \* primarily and essentially it is a religious day."

Dr. James McGraw, of Los Angeles, secretary of said association said: "What we need today is exaltation of the Lord Jesus Christ in the civil sphere, and in that we find the foundation for everything in the way of reform we seek to bring to the nation. I would say that the Sabbath shall be sanctified by rest on that day from all labor and pleasure, such as is engaged in other days of the week, a holy day, given to the worship of Almighty God."—Oakland Calif., Lord's Day Congress, July 1915.

Dr. G. L. Tufts, now of this coast,

says: "It is the legitimate business of the church to preserve this day."—Pacific Christian Advocate, Jan. 12, 1916.

It will be clear to all, seeing that it is the business of the church to preserve the day, the State should keep its hands off.

Again in speaking of Sunday law, Mr. Tufts says: "A law of this kind should be based upon public conviction that Sunday is a divine institution. It will require more than a civil law to save the day. The state and the church must each do its part. It required many years of educational work to prepare the public mind for prohibition. And so will it be on the Sabbath question before we attain to state-wide prohibition of Sunday business and Sunday amusements."—Pacific Christian Advocate, July 5, 1916.

A word to the alert is sufficient. "Remember the camel's nose."

The fixed purpose of the Sunday forced rest agitation is clearly to require all men to mutate their consciences, close up all labor and all amusements on Sunday as a religious institution.

Seeing such legislation would tend to make hypocrites of many and greatly oppress the consciences of many other good men and women, Vote X yes on number 312 and repeal the blue law.

**JOHN R. CALLAHAN,  
Candidate For  
DISTRICT ATTORNEY.**

A capable, efficient resident taxpayer who will perform the duties of his office without prejudice or discrimination, and without assistant at an additional cost to Tillamook County.—(Adv.)



DR. H. M. MASSEY is a College Graduate in Dentistry, registered in Oregon, and has had several years experience, and has come to Tillamook County to make it his future home.

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