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**THE TILLAMOOK HEADLIGHT.**

**Editorial Snap Shots.**

There is not the least doubt but what public sentiment is turning rapidly to Hughes and that it will be a Republican landslide next month.

The County Court will take up the difficult task of preparing the budget at its next meeting. The city council will also wrestle with the same problem.

Show that you are a true blue Republican next month and vote the Republican ticket "straight," and by doing so you will give Democratic free trade a knock out blow. Vote 'er straight.

We don't want to squeal, but was it the lady cheese maker down in Coos County who was the prime cheese and prime squeeze and prime attraction to the Tillamookers who were down in that county recently? We will refer the matter to Carl and Fred for they were good sports and from all accounts for they were out for a good time.

Wake up to the fact Mr. Tillamooker, that an outsider is now engaged in an effort to tell us how and in what way the road money should be expended next year. We believe that the people of Tillamook have sense enough to intelligently choose brains enough, to run their own affairs without the assistance of outsiders. Let's swat that kind of interference.

It is reported that the north end of the county is overwhelmingly in favor of Hughes and the Republican ticket. The people in that part of the county had an object lesson when the Wheeler saw mill closed down on account of free trade. Reports from the south part of the county are especially encouraging, for the Republican candidates will get large majorities from the precincts in that part of the county also.

If President Wilson can railroad a bill through Congress to raise the wages of only 20 per cent of the highest paid railroad men, he showed no disposition to help raise the wages of 80 per cent of the lowest paid men in the railroad service, or thousands of other employes in other lines of business. That is class legislation and discrimination of the rank-and-file kind. Yet the President and the Democratic orators call this an eight hour law.

Probably the Kaiser, if he could have seen what had happened in the war, would feel proud to think he had kept Germany out of war, and like President Wilson used that as a slogan. We have always thought that it was a terrible blunder to plunge an industrial country like Germany into war, and we believe the industrial life of that country now realize the mistake that was made. Probably that is the reason why Germany wants peace.

In reading the news items of the war it is plain to see that the central powers are wanting peace. The Kaiser when he started the war, expected that he would overrun France in a few months and predicted that he would have his Christmas dinner in Paris. The following year he expected to knock the stuffing out of Russia, because that country undertook to mobilize its army. The Kaiser failed in what he thought would be a short whirlwind war that would greatly benefit Germany.

What the snap shot man has advocated for several years is good advice today. Complete all present road projects as soon as possible; don't start new and expensive road projects; and put as much of the road fund into hard surfacing as possible. The most difficult thing to do, however, is to shut down on new road work. We again offer this advice, believing it to be in the interest of the tax payers and for good roads to do what we have suggested. We are sorry to admit it, but with the large amounts of money spent in the south and north ends of the county not one cent was put into permanent hard surfaced roads.

Attorney Duniway's address at the court house last week was a convincing argument that Wilson had not lived up to the Democratic platform. And he taunted the Democrats on that point. But the most interesting part of his address was the manner in which he probed the Democratic slogan that Wilson had kept us out of war. He showed plainly that there was no sentiment amongst the people of the United States who wanted to plunge the country into war and that no foreign country wanted to go to war with the United States. He characterized it as foolish to say that Wilson kept us out of war when it is Congress, not the President, that has the authority to declare war.

The action of the Port of Tillamook in submitting the question of the enlargement of the Port of Tillamook is strictly a business proposition put up to the voters, and it should be discussed from that standpoint. There are two sides to the question, but it should be discussed impartially and without personal prejudices. Simmered down it is a question whether the central part of the county, with its large population, should have ship-

ping facilities, which means cheaper freight rates for all classes of feed and merchandise. There are those who are directly opposed to the enlargement while there are others who want to be shown and convinced that it is a good thing. This, we understand, the Port will strive to do.

It is a clean cut issue that the people of the United States are called upon to decide next month, and it is this: Democratic free trade or Republican protection for American industries. We have no quarrel with our Democratic friends, but if they believe the industrial activities of the United States should be placed on a level with that of the cheap labor of foreign countries, they should vote for Wilson, for that is what he stands for. Lumber, milk, cream, fish, meat and most everything produced in Tillamook county is now on the Democratic free list. It will be interesting to know how many Tillamookers want to keep the home products on the free list and have foreign products to come in free and compete with them.

We are going to ask Bro. Trombley and our Democratic friends a question. How can anyone be loyal to and a booster for the lumber, timber, dairying and fishing industries of Tillamook county who are in favor of the products of foreign countries to come in free and compete with home products? To our way of thinking it looks like "knocking" our home industries and resources to favor placing them on the free list. Bro. Trombley is a free trade booster, and if there is any logic in our argument, and there is, he is "knocking" the lumber, timber, dairying and fishing industries of Tillamook County when boosting for the Democratic free trade party. We ask those who are financially interested in the resources of Tillamook county or are engaged in any of the industries which we have mentioned if these are not indisputable facts that cannot be denied?

The county surveyor has surveyed the road from the light-house to Bayocean, which will cost \$50,000 or more. As long as new and costly road projects are being constantly started there will be very little money available for hard surfacing, and the result of this will be the people will become dissatisfied and will bond the county to obtain hard surfaced roads. We wish we could impress upon the taxpayers the importance of not launching out into new and costly road projects, and to concentrate more of our efforts on hard surfaced roads. It is economy to do so. The snap shot man does not want to open a road built from Netarts to Bayocean, but there is no urgent need at the present time of doing so, but as some of the property owners are so insistent we suppose in a few years money will have to be appropriated for it, and all this came about because some person "knocked" the present Bayocean road, which will give Bayocean two roads instead of one, for the road on the bay side will have to be built first. It is the same system. No sooner is a road constructed to a certain place, when somebody starts an agitation for a second road.

"What's the matter with Portland?" is a question frequently asked. The answer was plainly given on Saturday when the Portland Journal and a few fanatics in the Democratic party resorted to rowdism and attempt to break up the large women's meeting which were being held in that city. The speakers were some of the brightest and most intelligent women of the United States. It was a disgrace to Portland, for a city that will not give polite and respectful hearing to women who have made their mark in philanthropic and educational work cannot hope to have the respect of other parts of the country, and it is plain there is something the matter with Portland. That matter is yellow journalism, and it is giving the fair name of Portland a bad reputation, as was shown in the scandalous falsehoods by the Portland Journal about the women who made up the party on the special train. It might be as well to ask another question: "What's the matter with the Chamber of Commerce?" That organization is engaged in promotion work and collecting thousands of dollars every year and putting it to good use, but the yellow journals of Portland are doing that city more harm than the Chamber of Commerce is doing good. We will admit that Portland needs a slogan and needs it bad. Here it is and it will act as a cure to some of its ills: "Swat Portland's Yellow Journals."

We made a mistake last week in regard to the concrete pavement put down by the county. It was the intention to build one mile of concrete road with the money that was appropriated for Bayocean, but this was reduced by 2000 square yards, which would make the cost for one mile of concrete road amount to about \$16,500 or \$3,500 more than we stated last week. We were under the impression that one mile of concrete road had been constructed. The point we wanted to draw out last week was the cost of cement, which we placed at \$5,000, but \$2,000 or near that amount will have to be added, making \$7,000 for cement alone for one mile of concrete road. It cost Clackamas county only \$7,134.00 a mile for asphaltic cement pavement, which included grading. This means that it is costing Tillamook County more than twice as much for hard surface pavement as Clackamas county. The snap shot man is not "knocking" but we do object to paying so much money to the cement trust. As it is proposed to put down several miles of hard surfaced road next year, if Tillamook County can lay double the amount of hard surface road for what it is costing now, it seems to us it should cut out the cement roads and build roads similar to those built in Clackamas county, if, after obtaining expert advice that they are suitable for this county and will stand up under travel. We will say this, we believe the piece of cement pavement put down by the

county is a good piece of work, and on that score we want to commend the County Court.

**TO CO-OPERATE WITH COOS AND CURRY COUNTIES.**

**Tillamook Dairymen Are Told of Conditions in Those Counties.**

Carl Haberlach, F. W. Christensen and H. T. Danforth, of the brokerage firm of Holmes-Stockard-Danforth in Los Angeles, representing Tillamook cheese in Los Angeles, recently took a trip into Coos and Curry counties. The trip was undertaken with the idea of bringing a closer co-operation between those counties and Tillamook as it has been felt for some time that such co-operation would be of great benefit to all concerned. Following report has been made to the Tillamook County Creamery Assn., by Carl Haberlach.

"Mr. Christensen and myself left Tillamook September 7th and were met in Portland by Mr. Danforth, who represents Tillamook cheese in Los Angeles. We thought that between the three of us we should be able to talk cheese with the best of them, so went well prepared. Took the night train for Marshfield, where we arrived on the 8th. Took a boat and visited the Coos Bay Creamery, where Walter Christensen, Fred's brother, is cheese maker. Peter McIntosh, also formerly of Tillamook, looks after the marketing of the cheese at that factory. These people were getting 21,000 lbs. o. milk daily at the fish. We also saw C. E. Nicholson, president of the Coos Ice and Cold Storage, and president of the factory association of the two counties. He is making only butter this season, and in addition to the usual run of butter, is making up the butter for the Coquille Creamery this season. These people had the misfortune to have their factory burn down. In ordinary seasons they make over 2,000 lbs of butter daily which takes the product of something like 50,000 lbs. milk per day. We haven't any plant here getting anywhere near this amount of product.

On the way we took the train for Myrtle Point, where we were met by Andrew Christensen, formerly of Tillamook. Mr. Christensen owns four factories close to Myrtle Point and is the largest operator in the two counties. We found that Saturday was the fair, so had an opportunity to see what the two counties could produce and also meet a number of the local people. Incidentally we saw some fine horse racing in the afternoon. They race a mile in 2:16 and a half mile, cost running race was negotiated in the time of 52 seconds. They had two purses of \$20.00 each and two of \$150.00 each. This was only one of the days upon which they had racing. Altogether their purses must have amounted to \$2,000.00. Their racing was equal to that at the State Fair at Salem.

On the evening we met nearly all of the factory operators at an arranged meeting. It must be understood that the factories are operated somewhat different than here. The factories are mostly owned by individuals. Some of them are operated directly by the farmers through their operators. The Coquille Creamery is operated by a factory, but is making no provision to manufacture cheese. Consequently it will leave a place open for a cheese factory in the same vicinity. At the meeting a large majority of those present expressed themselves as more willing to co-operate with Tillamook. The only question was the method. It should be understood that they have been receiving considerable less for their cheese than we have been getting, due largely to our system of selling and inspecting and grading. They acknowledged that a lot of their cheese was sold in Los Angeles this spring at as low a price as 14c. Los Angeles. You will remember that our lowest price was 15c. here. We found several of them selling on San Francisco exchange price on Oregon cheese, which was 16c San Francisco. Our market when we were down there was 12c Tillamook, and I had withdrawn all offerings at that price. We were justified in doing so, as we have since been able to raise our market to 18c. here and Portland.

"The future of the proposition is somewhat up to the farmers here. Personally I am of the opinion that one man could handle the three counties, although it would take considerable assistance. This summer our prices were needlessly depressed and our farmers could have obtained probably 1c. more per pound cheese during May and June and July than they did. It would probably cost something, but it would seem that the effort is worth putting forth.

"At Myrtle Point fair, Chas. Nelson won first prize, and H. Jensen, formerly of Beaver, took second prize. We also saw Messrs. W. L. DeBoer, Albert Wade, Manwaring, and Joe Everest, formerly Tillamook cheese makers. Altogether there are some thirteen former Tillamook cheese makers in Coos and Curry. Unless there is some get-together proposition, Tillamook may some day rue the day when it is sending a lot of its makers away. Nearly every cheese maker that quits in Tillamook looks up a cheese making job in some other locality, or else works up a factory.

"A considerable part of the milk is hauled to the factory by steamer. Nearly all of the cream is hauled by steamers and small boats. Coos is making about 1,500,000 lbs. cheese annually and about twice as much milk goes into butter as into cheese. In Curry they make mostly cheese. Conditions are more like in Tillamook in Curry, most of the milk being hauled by the producers by wagon with his patrons, which tends toward better milk. On Sunday we took a hundred mile auto trip, going as far as Denmark. At Langlois we found a Miss Hazel Manwaring. She can give several of our boys cards and spades when it comes to cheese and cheese making. She was making only for a few days, to give her brother a vaca-

tion. Here we found some of the best cheese we saw on our trip. This was probably the reason part of our party wanted to stay longer here. The country around here might have looked like Tillamook. You know good cheese appeals to some people, too.

"Altogether we found the cheese made up in good shape and the boys were doing the best they could. The makers would welcome an inspector, as they felt they were going it in the dark somewhat, being alone at their tasks for the season. We found more flavors than here.

"We were all surprised at the extent of the open country, especially the Coquille Valley. The river is navigable from Bandon to Myrtle Point, a distance of 34 miles. The valley extends several miles further. We were further surprised to see the large amount of oats and other grain raised, and the large fields of corn grown by nearly every farmer. They claim they have 250 silos in Coos alone. They have five cow testing associations.

"When Coos and Curry awaken more fully to their opportunities, Tillamook will have some lively competition. They need more new people down there; their ranches need to be cut up into smaller tracts. When they get plasters of from \$200.00 to \$300 per acre on their lands and have to meet increased high taxes, they will get away from making butter, raising cattle or half farming. Also, they will have to get better prices for their milk. In order to do so they will have to organize, get more and better milk and they will then make more cheese. The problem we have to confront is a serious one, one requiring considerable patience, tact and skill. They are willing to meet us half way, and it is a question whether the Tillamook farmers are willing to stand part of the expense necessary to bring about stricter co-operation. We are of course willing to take the benefits arising, but there will be certain expenses to be taken care of."

Representatives of eleven of the factories met in the City Hall Tuesday of this week to discuss the matter. Andrew Christensen, of Myrtle Point, was also present. After thorough discussion of the proposition from all sides, motion was made and carried, with but one opposing voice, that the factories in this county take the stand as favoring closer co-operation with Coos and Curry counties. Carl Haberlach was authorized to enter into negotiations with the people down there in regard to the matter.

**THE BOND QUESTION AGAIN.**

**What to Know the Difference Between Bonding for Roads and Bars**

Mr. F. C. Baker, editor Tillamook Headlight:  
 Dear Sir:—I have read with more or less interest your articles opposing bonding the county for hard surfaced roads, and want to ask you a question. It is this: "If it was necessary to bond the Port of Bay City for \$400,000, and the Port of Nehalem for a large amount of money, (I do not know the exact amount), to improve these bars, for the direct benefit of the timber owners of the county, who do not reside in the county, what difference is there in bonding the county for permanent roads and for the benefit of people who reside in Tillamook?"  
 Yours truly,  
 A Subscriber.

The last part of the letter which is quite lengthy, deals with the enlargement of the Port of Tillamook, but as there are quite a number of misstatements in it, the writer being misinformed, we thought it wise not to publish that part of the letter. We will ask the writer to read the literature that is being sent out by the Port of Tillamook.

Our correspondent asks us a direct question and it is proper for us to answer it. In regard to bonding the Ports of Bay City and Nehalem for bar and harbor improvements, this was the only way money could be obtained for that purpose, while for road work from \$150,000 to \$175,000 have been raised annually, which is a large amount of money and should make a whole lot of permanent roads if properly expended. It is true that the improvement of Tillamook and Nehalem bars is a direct benefit to the timber owners, and as Senator Burton remarked it would make a whole lot of millionaires of the timber owners, but as they pay about 70 per cent of the taxes on one should begrudge them the money that is put into bar and harbor improvements. There is some justice in including the whole of the water shed of Nehalem in the Port of Nehalem, but there is no justice in placing only part of the property in the water shed of Tillamook bay in the Port of Bay City.

We believe the improvement of these bars is a direct benefit to all classes of property in the water sheds so would a hard surface highway through the county be a direct benefit to all classes of property in all parts of the county, but before the people undertake to bond the county, the snap shot man would like to be assured of the money being economically expended and the cost for hard surfaced roads reduced. Cement roads are costing in the neighborhood of \$15,000 a mile, and this is considered too much. It is true that the timber men are not in favor of bonding, no doubt for the reasons we have advanced, but it should not be overlooked that most of them live in places where they have bonded for hard surfaced roads, and as one of our citizens argued with us the other day they should not object to Tillamookers having hard surfaced roads as well. Our correspondent, we will admit, has some logic in his question, but we must still adhere to what we have previously advised, viz., complete present road projects as quickly as possible, do not undertake any new costly road work and put as large amount of the road fund into hard surfacing, and in a few years a large amount of the highway will be hard surfaced without bonding.


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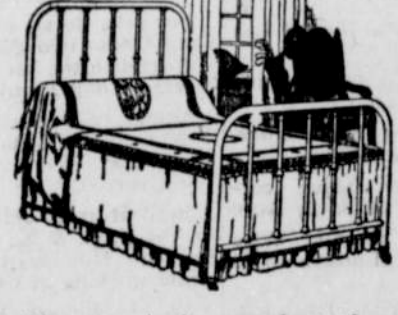
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