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 one month.50

THE TILLAMOOK HEADLIGHT,
 F. C. BAKER, Publisher.

Editorial Snap Shots.

Senator La Follette was what was called a progressive candidate for the presidency. His filibustering tactics in refusing to support the President in a national crisis shows that he's not a Progressive but a mossback.

We don't think Tillamook City needs a Sunday closing law to compel one class of business men to close on Sundays and allow others to remain open. It is not right or proper to discriminate. Give every business equal rights, but this cannot be done if the people of this city discriminate and attempt to make "goats" of a certain few businesses.

It has been suggested to the local newspapers that an effort be made to start a company fund for the 10th Company Coast Artillery, which was recently organized in this city. We believe the idea is a good one and should be taken hold of by the business men or Commercial Club. It is no more than right that those who have volunteered their services should have the support and encouragement of those who have not, and we hope this matter will receive the attention of our citizens who will organize for that purpose.

Thursday of next week a special election is to be held to decide whether pool and billiard rooms as well as reading rooms can open on Sundays. This was done by a petition signed by 50 citizens, but the city council has also taken a hand in the matter. It seems that some of the cigar stands wanted their places to be open for card playing, and without a petition, the city council decided to submit this also to a vote of the people. In view of the fact that a large majority of the voters of this city voted to kill the Sunday closing law, it remains to be seen whether they have changed their minds in so short a time and whether they will overthrow the Oregon System and the sovereign will of the people. We have commented upon this in our previous issues, and showed how most of us are directly or indirectly responsible for Sunday trading. We do not belong to the mock modest class, for they are inconsistent. There are men in this city that want recreation and amusement on Sundays. They do not attend church, and where they can obtain amusement in a respectable well conducted place, it is closed. We are not pleading for a wide open town on Sundays. Far from it. We do say this however, that when there is a highly respectable place for men to go on Sunday's, like the Rialto, the citizens should take a broad view and not put the "lid" on. As we understand the situation all that the proprietors ask is to allow their pool and billiard and reading rooms to be open on Sunday. Now for a few remarks. The snap shot man thinks it would be a good idea for every business in the city to close up on Sunday mornings. The cigar stands, drug stores, fruit stores, candy stands, express companies, the movies etc., have violated the Sabbath day so often that their proprietors should be given an opportunity to go up to the mourner's bench, as well as those who patronize them, for we can't see why they are allowed to run wide open on Sunday's and make a "goat" out of the Rialto and compel it to close. Perhaps some of our citizens think they need a scape goat to carry away their sins of being directly or indirectly responsible for Sunday trading.

The snap shot man will discuss the question of bonding the county for a hard surfaced highway through the county, as this appears to be a burning question just now with a large number of our citizens, especially those who have signed the petitions, which number over 800 signatures. That is a large number who favor bonding, and, no doubt, there are a great many more who are in favor of bonding but have not had an opportunity to sign the petitions. Since the petitions were signed, the situation is quite different. The state bonding bill it carries at the special election, provides for over 50 miles of hard surfacing to be done at the State's expense, providing the county will construct the road bed. It is estimated that the cost of preparing the road bed will run from \$2,500 to \$5,000 a mile and the hard surfacing will cost from \$10,000 to \$12,000 per mile. Whenever any state or federal money is available, Tillamook county will commit a great mistake if it does not put itself in a position to obtain this money. It is our candid opinion that the county should bond itself for this specific purpose, that of securing money to prepare the roadbeds for hard surfacing. Let us illustrate this again. The state bond bill provides for hard surfacing from the Clatsop county line to Garibaldi, a distance of over 20 miles, and as considerable work is to be done on this road, we estimate that the cost of preparing the road bed will be \$125,000. From Garibaldi to Tillamook City the county will have to do all the work, which would cost \$125,000. From this city to the Yamhill county line it is estimated about \$100,000 would be re-

quired. That would take the whole of the \$420,000 if it is decided to bond the county for a hard surfaced highway through the county, and the snap shot man is in favor of bonding for that specific project. It is good business sense and economy to do so, but we are opposed to bonding and the money used for other purposes. We want to advise the people on this matter for if the county is bonding and the money diverted for other purposes, the county would not be in a position to meet what money may be coming from the state, and in that case some other county would take what belonged to Tillamook because it was in a position to meet the requirements of the State Highway Commission. The state bond bill specially mentions the roads in Tillamook County that are to be hard surfaced, and all right thinking persons agree with us that this county should be in a position to accept \$400,000 or more for hard surfacing these roads, and the way to do so is to bond the county with the understanding that the money is not to be diverted, but used for preparing the roadbed for the highway whenever state money can be obtained. That is the position of the snap shot man in regard to bonding, and we hope the people of Tillamook will look at the matter the same as we do. To bond the county for any other hard surfacing project is sure to cause a great deal of friction and jealousy as to where the money is to be expended. The South part of the county as well as the north part of the county, will get peeved, and will get into a cat and dog fight, as to where the money is to be expended. In proof of this we will quote from a recent issue of Ben Kuppenbender's organ, the Nehalem Times, it says: "There will be a petition circulated in this county soon for the purpose of calling an election to vote on bonding Tillamook county for the sum of \$413,000.00, this money to be used in constructing hard surfaced highways. 28 percent or \$216,000.00 of the money is to be spent around Wheeler, Mohler and Nehalem. As will be outlined in the petition the money here is to be expended on a bridge between Nehalem and Wheeler and the paving of the road from the forks of the North and South forks of the Nehalem and to pave two and one-half miles in the east side of the North fork. We hope everyone in this vicinity will sign the petition and work for the bond issue." It will be noticed that the paragraph does not provide one cent for putting the road from the Clatsop county line to Garibaldi in shape for hard surfacing, and that \$216,000 of the bond money is to be spent around Wheeler, Mohler and Nehalem. When the time comes and the state has the money to hard surface from the Clatsop county line to Garibaldi, there will be no money available, and Tillamook county will be the loser and the money will go to some other county. There is one thing for Tillamook county to do, and that is to be in a position to get state or federal road money whenever it is available.

What Can Be Done.

(Oregon Voter.)

It is idle to talk about a \$54,000,000 highway construction program for Oregon, of which the proposed \$6,000,000 bond issue is but a beginning.

The \$54,000,000 figure is put out to frighten the people of Oregon into voting against the bonds. No safe or sane believer in good roads for Oregon has given the \$54,000,000 dream any indorsement.

Committees of Oregon today are expending money on roads at the rate of \$4,000,000 a year. This is aside from money spent from county road bond issues.

About \$750,000 of county money is now spent annually on the very roads designated as state highways in the bonding act.

Common sense teaches that any proposal involving the expenditure by the counties of more than \$750,000 a year on these same highways will not be received with favor.

The whole state road program, so far as the counties are concerned, can be met within the \$750,000 a year now being expended on these same designated highways.

Five years is the period contemplated by the bonding act for the highway construction provided for. If during these five years the counties expend the same \$750,000 a year on these same highways, the total of county money spent will be \$3,750,000.

With this \$3,750,000 expended in cooperation with the state and government on the designated highways, the whole program contemplated by the bonding act can be completed, and every designated highway be made into a good paved road, forest road or post road that can be traveled in comfort and safety every month of the year.

Counting this \$3,750,000 of county money now being expended at the rate of \$750,000 a year on these same roads, the total money available for the entire road system to be built in the five years would be as follows:

By counties, for preparing roadbed for paving, and in co-operation with state and Federal government in construction of post roads and forest roads	\$3,750,000
By Federal government for forest roads and post roads	1,875,000
By state, proceeds of Ben-Barrett bond issue for forest roads and post roads	1,875,000
By state, from proceeds of bonds for paving	6,000,000
Total, five years	\$13,500,000
Average per year	2,700,000

This expenditure is within reason. It is within the resources of the counties. It is no \$54,000,000 nightmare. That it will complete the program covered by the bonding act is asserted by many trustworthy authorities.

Here is how they figure it: Paving 600 miles of 10-foot pavement at \$10,000 per mile

Paving 600 miles of 10-foot pavement at \$10,000 per mile	\$6,000,000
Preparing 600 miles for paving, at average of \$2,500 a mile	1,500,000
Construction of 2,400 miles of forest road and post road at \$2,500 a mile	6,000,000
Total cost	\$13,500,000
Mileage of road:—	
Paved road, miles	600
Forest roads and post roads miles	2,400
Total miles	3,000

There is approximately 3,000 miles of highway needing improvement designated in the bonding act.

About 3,300 miles of road is designated in the act. At least 300 miles of the 3,300 is in condition today. That the other 3,000 miles can be constructed within the resources available under the bonding act is asserted positively by practical experience outside of Oregon, men who have faced Oregon road problems and who know what costs are.

Remember, these practical men do not propose building Columbia Highways all over the state. They advocate a ten foot pavement as being better spread along 600 miles than a 20-foot pavement on 300 miles of costly wide grading.

They state that in some counties, an expenditure of \$250 a mile will put nearly the whole designated mileage in condition to receive the 10-foot paving.

In some other counties, the cost of grading for a ten-foot pavement would be \$3,000 to \$5,000 a mile. They state that \$2,500 a mile as the average is plenty to allow for the cost of getting the whole 600 miles ready for the 10-foot pavement.

They also state that some of the forest road and post road mileage will cost as high as \$5,000 and \$10,000 a mile for short mileage in steep mountain country, while over most of the mileage an expenditure of \$500 to \$3,000 a mile will construct the forest and post roads. The average of \$2,500 a mile, they assert with confidence, is liberal applied to the 2,400 miles of forest and post road. This is born out by the experience of the U. S. forestry bureau in constructing many miles of forest roads in Lane County at an average cost of less than \$2,500 a mile.

So let us forget the \$54,000,000 dream, and get down to what can be done, which is to ratify the bonding act and get 3,000 miles of improved road (600 miles of it paved) during the next five years. That is "what can be done."

For Sale.

One half acre with house and barn, bottom land, 1/2 mile from city, 30 acres 6 miles South of City, with good house \$7,000.
 For rent 8 acres with house and barn just east of Fair Grounds.
 J. S. Stephens,
 Office in Commercial Building, room 2.

Wall PAPER!

Claude I. Myers, BIG REDUCTIONS.

My Entire Stock of Wall Paper is on Sale, starting Saturday, March 10, at prices you can't afford to miss.

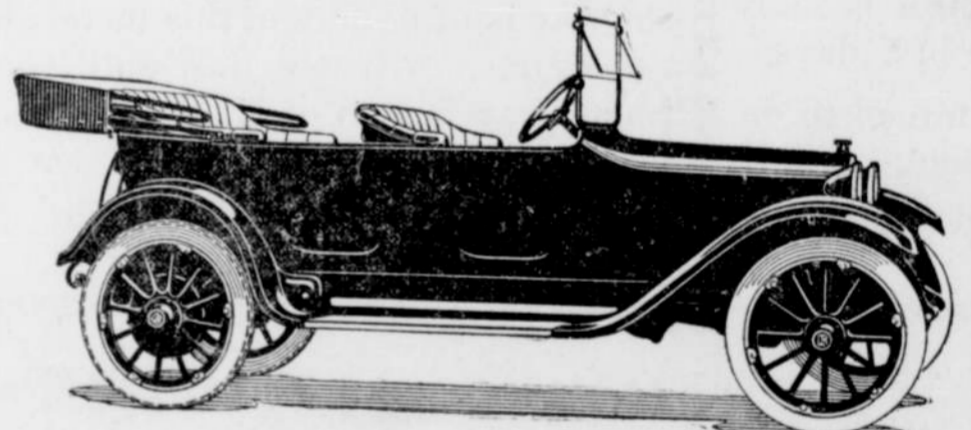
This Sale includes everything, Oatmeals, Ingrains, Pulps, Cut Out Borders, Bands, etc.

Having bought this stock before the rise in price in paper, I am able to meet and beat catalogue prices.

25 to 40 per cent. REDUCTION.
 Wall Paper from 7c. per double roll to 45c. Nothing Over.

CLAUDE I. MYERS,
 Tillamook, Oregon.

DODGE BROTHERS MOTOR CAR



The Dodge car renders service and satisfaction. The Dodge car will steadily and constantly perform the obligation required by you.

The efficiency of the Dodge car and the excellence of its riding qualities are conceded by all.

The excellence and workmanship of the several mechanical features are features accepted by all prospective buyers.

The reputation for economy are also well understood that this point is never questioned.

The beauty of finish and permanency thereof results only from the unique process of baking the enamel on the steel body.

Dodge cars are owned everywhere you may go.

The recommendation and standing here in your own community is the strongest you could ask. When the Dodge car goes into your home it immediately an intimate part of your family and comfort of you home.

Let us give you a demonstration and prove these facts.

ACKEY & MURPHY, Agents,
 Tillamook, Oregon.

Prizes for Best Producing Cows.

The Tillamook County Holstein-Friesian Association will give \$12.50, \$7.50 and \$5.00 for the three most economical producing cows in Tillamook County under the following rules:

- 1st—All cows entered in this contest must be grade or pure bred Holsteins.
- 2nd—All cows must be fresh and entered on or before April 1st.
- 3rd—Accurate milk records must be kept daily on sheets provided for that purpose.
- 4th—An accurate account must be

kept of all boughten feed fed, together with correct weight of hay, silage or any other feeds fed. (pasture excepted.)

5th—Where cows are in test association their tests may be taken from herd book. Other cows will have to be tested and certified to by your cheese maker on the middle of each month.

6th—At the end of each month the milk and feed sheets must be forwarded direct to R. C. Jones.

7th—All wishing to enter cows in this contest will apply to R. C. Jones for the necessary sheets.

This contest will close August 20,

1917. It is desired that the winning cows also one of the poorer producers be exhibited at the county fair.

By order of Committee.

For Disease of the Skin.

Nearly all diseases of the skin such as eczema, tetter, salt rheum and barbers' itch, are characteristic of an intense itching and smarting, which often makes life a burden and disturbs sleep and rest. Quick relief may be had by applying Chamberlain's Salve. It allays the itching and smarting almost instantly. Many cases have been cured by its use. For Sale by Lamar's Drug Store.

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