

**TILLAMOOK COMMERCIAL CLUB AND RIVED SPRUCE,**

**Interesting Letters from Washington—Dangers of Forest Fires Pointed Out.**

In reply to the telegram sent to the Oregon delegation by the Tillamook Commercial Club in regard to the spruce production in this county, several letters have been received from Washington, which we give below in full. What the Commercial Club was anxious to overcome was the waste connected with getting out rived spruce, as well as the great expense and danger of forest fires next summer.

Several propositions to get out spruce for the government have been made to Colonel Disque by Tillamook parties, A. G. Beals and John Weiss having gone to Portland and interview him, but thus far have been unable to make any satisfactory arrangements.

One of the letters state that a telegram had been sent to Fred C. Baker to take up the matter with Colonel Disque, but no such telegram has been received.

It was in no antagonistic spirit that the Tillamook Commercial Club sent the telegram to Washington, but if possible to increase the production of spruce without so considerable waste and the danger of fire. The fire danger must not be overlooked. Every section of the county where rived spruce is being split, is a dangerous menace, not only to the large and extensive belt of timber in this county, but to dairy farms and everybody who lives in Tillamook County. Therefore the Tillamook Commercial Club felt justified in calling attention to these matters, and, if possible, do something to eliminate the danger of fire.

Washington, D. C. Feb. 22, 1918  
Hon Fred C. Baker,  
President Tillamook Commercial Club.

My dear Friend.—Upon receipt of your telegram of recent date, copy of which I am enclosing herewith so that you may observe whether it was received by me in the form in which you sent it, I submitted the matter to the chairman of the Aircraft Board, with the statement that you were a staunch supporter of the war and of the activities for making the war a success, and that your views were submitted with a view of eliminating waste and to make for a greater degree of efficiency and better results by adopting the different method.

The Chief Signal Officer, by Major Leadbetter, has sent me a letter, copies of which I am enclosing for your information. You will note Major Leadbetter's suggestions relative to taking the matter of the railroad up with Colonel Disque, at Portland. You will also note that it may be possible to double the supply of airplane lumber by "extending logging operations, starting idle plants and going on night shifts." It was along this line that our telegram was directed, as well as different methods. It will probably produce results and I will be glad to hear from you further if I can be of service. With best wishes, I am,  
Truly yours,  
W. C. Hawley.

Washington D. C., Feb. 23, 1918  
Hon. Fred C. Baker, President,  
Tillamook Commercial Club.

My dear Friend:—I have just received a letter from Hon. H. E. Coffin, Chairman of the Aircraft Board, and an enclosing a copy of it for your information. I sent you a copy of Major Leadbetter's letter yesterday. When you have read them I will be glad to hear from you further if I can be of service. With best wishes, I am,  
Truly yours,  
W. C. Hawley.

Washington D. C., Feb. 21, 1918.  
Equipment Division Spruce Production Section.

My Dear Mr. Hawley:—I have the honor to refer to your favor of the 16th inst, with copy of telegram from the Tillamook Commercial Club. This communication is on a par with a great many that we have received from the coast, from organizations and people who have no idea of what the government is trying to accomplish in this emergency in the production of spruce for airplanes.

The requirements of our Allies and ourselves for spruce lumber is easily 15,000,000 feet per month; the present production from the sawmills is in the neighborhood of 4,000,000 feet per month. This production can be slightly increased by extending the logging operations, starting idle plants and going on night shifts. It is conceivable that this production might possibly be nearly doubled in the course of a year. This would be the maximum, which would still be only half of what we would require.

Colonel Bruce P. Disque, who has charge of the Spruce Production division, with headquarters at Portland, Oregon, has entered into contracts for rived spruce. As you are familiar with the timber in our Western country, you will understand that this is nothing more or less than cutting shingle bolts on a large scale and is an operation quite familiar to anyone who has ever been in a cedar country.

The price is \$7.50 per thousand for selected spruce trees is not an unreasonable figure, inasmuch as only one tree of many is selected, and the material derived from this large stock is of very fine quality and goes into plane production with very little

waste, whereas the lumber sent from the country, which is often sawed against the grain, frequently produces only a fraction of the same amount of good material that is produced from rived or split spruce.

As regards to railroad proposition, of which the Commercial Club writes, this is a matter that is entirely in the hands of Col. Disque, and we have wired Fred C. Baker, President of the Tillamook Commercial Club, to take up the matter with him direct.

We are very sorry that the splendid work that Col. Disque is performing for his country in the Oregon section should be subject to criticism, which, of course, is entirely based on ignorance of the facts as regards not only Col. Disque but what the government requires of him. You are entitled, and we shall be very glad to give you at any time that it is convenient for you, any or all information on this subject.

Very truly yours,  
George O. Squires,  
Major General, C. S. O.  
by F. W. Leadbetter,  
Major, Signal Corps,  
The Aircraft Board,

Washington, Feb. 21, 1918.  
Mr. W. C. Hawley,  
House of Representatives,

My Dear Mr. Hawley:—I have delayed replying to yours of February 16th, until I could have an opportunity to discuss with Colonel Bryce P. Disque, who is in charge of the government's spruce production in the Northwest in connection with the aircraft production program, the matter referred to in the telegram addressed to you by Mr. Fred C. Baker, President of the Tillamook Commercial Club, Tillamook, Oregon. Colonel Disque has been here in Washington for the last two or three days, and I took up with him, personally, your letter to me and Mr. Baker's telegram both of which he carefully read.

For your personal information I will say that Colonel Disque stated that he knew Mr. Baker, and that he had advised him he could form a logging company, and that he (Colonel Disque) had guaranteed him assistance if he could get others to associate themselves with him in this undertaking. Colonel Disque added that while it is true that not many trees will split, they cut only those that will. With regard to waste he said that this is available for sale for baskets, paper, and veneer purposes. He further stated that he and his associates will do all in their power to encourage any logger to open new operations, but that these particular people did not wish to do this, nor are they able to finance any business along this line.

Colonel Disque has been in the Northwest for some time, and I feel sure that he is conversant with the various phases of the spruce production situation, and that he and his associates are handling this matter conscientiously and intelligently. Mr. Howe, vice-president of the Aircraft Board, has recently returned from a trip to Portland, and he shares this opinion with me.

Thanking for your kind interest in writing to us as you have, I am,  
Very truly yours,  
H. E. Coffin, Chairman.

Washington, Feb. 23, 1918.  
Mr. Fred C. Baker, Pres.,  
Tillamook Commercial Club.

My dear Mr. Baker:—Your letter of the 16th addressed to the Oregon delegation at hand. I am very familiar with the vocation and character of spruce timber in your country, as I have been across the mountains at several points on horse back going to and from court, and have traveled over the roads of Tillamook for many years. I am quite in sympathy with your presentation of the facts and shall do what I can to bring about a correction of conditions which you describe. With kind personal regards, I remain  
Sincerely yours,  
Chas. L. McNary.

**To the Loyal Legion of Loggers and Lumbermen.**

Boys, keep always in your mind Colonel Disque's New Year's appeal to us for more airplane and ship timber material. I have spent 37 years of my life in the woods with you and I am still some man and I want to ask you boys, with the stag pants and the cork shoes, if you are going to pass up this appeal or are you going to stand by him?

Tom and Joe and Ben and Harry and a host of our numbers who used to work with us have quit their \$5, \$6, \$7 and \$8 a day and joined the service for \$30 a month and are already over there in our old element (the mud) to their waists with no chance to get out until they are told to.

Boys, let me tell you that Welhelm is some goer and we've got to fight like hell to whip him, but we are not going to try to whip him; we are going to whip him and you can do just as much here to do it as the boys can who have gone over there, and I'll tell you how to do it.

First, Mr. Foreman, every time you turn the crew out you are starting over the top.  
Second, Mr. Hook Tender (excuse me for calling you Mr.), every time you grab that haul back and start over the hills around a bunch of logs you are going over the top.

You rigger men are helping to do it and every time you chokermen put a choker around a log you are putting three or four pairs of wooden shoes

of business.  
Mr. Donkey Driver, every time you pull that throttle you are heading a cannon ball straight at the accursed kaiser and his hell-bound bunch of murderers.

Mr. Gang of Fallers, every time you drop one of our forest kings you are planting forty or fifty more sauerkraut eaters, where they will never sprout again.

You buckers, monkey flingers, bull cooks, whistle punks, cook house and blacksmiths outfits are doing just as much for your country as though you wore the shoulder straps of an officer.

If ever I write you again I am going to tell you how to handle the kaiser's bull cook when he starts trouble in your ranks. But, above all, let us help this man who has come among us to get these timbers. We may never get a military funeral, but let us show the world we are game. Let us stand by Colonel Disque and President Wilson. Let us stand by the Grand Old Flag until her colors spell the word freedom to every nation on the face of the earth.

Old Timer.

**Favors Military Road.**

The Tillamook Commercial Club sent letters to the Oregon delegation with a request that they support a bill now pending in Congress for an appropriation for a survey of proposed military highway on the Pacific coast. These replies have been received:

Fred C. Baker, Pres., Tillamook, Or.  
Dear Mr. Baker:—Yours in behalf of Military Highway on Pacific Coast at hand. I am in favor of adequate aid for an adequate highway of this sort. With best wishes I remain  
Yours very truly,  
N. J. Sinnott

Hon. Fred C. Baker, President, Tillamook Commercial Club.

My dear Friend:—I thank you for your letter of the 9th instant favoring the proposed military highway for the defense of the Pacific Coast. I have favored proper legislation along this line for some time and am giving the pending measure my attention. I am very glad to have your opinion concerning the matter.

With best wishes, I am  
Truly yours,  
W. C. Hawley.

Hon. Fred C. Baker, President, Tillamook Commercial Club.

My dear Mr. Baker:—Before me I have the resolution of the Tillamook Commercial Club, heartily endorsing the proposed military highways for the defense of the Pacific Coast. You may be assured that I am in sympathy with this legislation, and am doing all that could be done to bring the subject to the consideration of the Senate, where I hope it will pass without serious opposition. I shall use every effort to get the measure through the present session of Congress.

If at any time I can be of service to the Club, please inform me of the opportunity.

Very sincerely yours,  
Chas. L. McNary.

Tillamook Commercial Club,  
Gentlemen:—In Senator Chamberlain's absence on account of illness, permit me to acknowledge the receipt today of your favor dated the 19th instant, having reference to the Piondexter-Baker Military Highway Bill, and to say that your statements will have consideration in connection with any action that may be had in the Senate on the measure referred to.

Yours very sincerely,  
H. Grant, Secretary.

Tillamook Commercial Club,  
Gentlemen:—I have your communication of February 19th, signed Mr. Fred C. Baker, President, and Arctea Everson, Secretary, calling attention to your attitude with reference to pending legislation looking toward the establishment of the Pacific Military Highway, and beg to assure you that any measure of this kind will have my unqualified support.

Yours faithfully,  
C. N. McArthur.

**Seeking Out British Recruits.**

The British and Canadian recruiting Mission, waging an active recruiting campaign, asks the public to lend its assistance. If you know of a British or Canadian subject who is not serving his country between the age of 20 and 40 years, Major S. C. Manchester, in command of the Pacific Coast division, asks that you fill out the following and mail it to the mission in your state. If he is a British or Canadian subject give us his name.  
Name.  
Address.  
Where employed if possible.  
Cut this out and forward to British and Canadian Recruiting Mission Cor. 3rd and Oak Streets, Portland, Ore.

**To Friend Husband.**

I've beamed when you've hollered  
"Oh, Girlie!"  
I've hopped when you bellowed  
"Oh say!"  
I've fallen for "Dearie" and "Missus."  
And everything else till today;  
But there's one thing that's got to be different:  
From now till the great war is done  
Unless you're prepared for a riot—  
You've got to quit calling me "Hun."

**JUST A FEW OF OUR MANY BARGAINS:**

- Sea Port Corn, 2 Cans for 25c., \$3.00 per Case.
- Sea Port Tomatoes, 2 Cans for 25c., \$3 per Case.
- Crystal White Soap, 5 bars for 25c., 100 bars for \$4.65.
- Royal White Soap, 5 bars for 25c., 100 bars for \$4.65.
- White Linen Soap, " " " "
- Prince Albert Tobacco, 10c. Per Can.

**RAY & CO.**

**It's the Fixtures that Make the Silo**

**RATCHET WRENCH**  
A handy, reversible ratchet wrench furnished free with every silo.

**DOUBLE-CABLE ANCHORS**  
Four double-cable with all silos over 26 ft. high. (Single cables with smaller ones.) Notice this silo is anchored at top, middle and bottom. Can't blow down or collapse when properly put up.

**PATENT CABLE-TIGHTENERS**  
Tightens both cables at the same time with even tension. Nine inches of thread on anchor rod. Cables tightened by simply turning nut above tightener.

**SIX BASE ANCHORS**  
Six of these steel base anchors on all silos over 10 ft. in diameter. (4 with smaller ones.) Together with double-cable anchors they constitute the securest anchorage ever devised for a silo.

**ANCHOR FASTENING**  
Anchor cables fastened to both inner and outer hoops by means of a steel U-bolt passing through stave and around both hoops.

**EXTRA HEAVY STEEL STAPLES**  
Heavy steel staples four inches long fasten staves to both inner and outer hoops. Note that staves are also stapled to bottom hoop, a construction that cannot collapse from shrinkage of staves.

**STEEL HOOPS**  
High grade steel hoops, 5/8-in. in diameter. Nine inches of machine-cut thread at each end. Best quality closed malleable iron lugs for connecting sections.

**STEEL LADDER**  
Steel-step ladder. Steps every 18 inches all the way to top. Better and safer than climbing cross-bars.

**LARGE DOOR OPENING**  
Door swings all the way back, leaving entire opening free. Requires only ten-inch clearance.

**FOUR DOOR LATCHES**  
Four door latches, two at top and two at bottom. Prevents warping. Fits tight. Stays tight.

**STEEL HINGE**  
Makes door twice as easy to handle as hinged door. Doors never have to be lifted around, never get lost, are always in place.

**Compare Our Fixtures with Others**

There's a big difference in the "fixtures" you get at the prices asked for different silos. In other words, you pay as "extras" for necessary conveniences without which your silo is incomplete. Notwithstanding our lower price, we include more and better fixtures than many who ask more for their silos. In some cases we supply more of a given item than others, as in anchorage cable. In others, our fixtures are stronger or better in whatever vital point determines their value. Keep this ad and check our fixtures as described above, with those offered by other silos. Don't pay more and get less, or buy half a silo when you can get a complete one.

**W. KUPPENBENDER.**

**Astounding R<sup>ep</sup>ort for Tillamook.**

The wife of a merchant had stomach trouble so bad she could eat nothing but toast, fruit and hot water. Everything else would sour or ferment. One spoonful buckthorn bark, glycerine, etc., as mixed in Adler-ika benefited her instantly. Because Adler-ika flushes the entire elementary tract it relieves any case constipation, sour stomach or gas and prevents appendicitis. It has quickest action of anything we ever sold. J. S. Lamar, druggist.

**The Government Wants Spruce For Airplanes.**

Look at the South East quarter of South East quarter of Sec. 16, Township 5 South, Range to West, containing 40 acres. A liberal cash offer considered. Address to E. H., Box 62, Sea View Wash.

**Chester White Swine.**

I have a few breed gilts for sale, and also a few young boars, large enough for service. I must move these at a price that you should not miss so as to make room for my spring pigs. Joe Donaldson, R. F. D., 1, Tillamook, Oregon.

**Cheese Maker Wanted.**

The Pacific City Creamery Company will consider bids for a cheesemaker for this season. Work to commence about April 20, 1918. Send bids to Crystal Bays, secretary Woods, Oregon.

**NOTICE.**

All persons having an account with Grant Mills, kindly call at the City Recorder's office and settle same, with Kathleen Mills. Grant Mills.

**Hatching Eggs for Sale.**

S. C. White Leghorns, J. A. Hansons strain, of Corvallis, Ore., parent stock with egg record of over 208 eggs in pullet year. The father of my pen was a full brother of the pen that won the "All Northwest Egg Laying Contest." My pen, when seven months old, Nov. 28, 1917 laid over 50 percent egg yield.  
60 per cent or 18 eggs per hen for month of December.  
70 per cent or 22 eggs per hen for month of January.  
Pen is mated to an O. A. C. cockered mother of same laid 238 eggs in her pullet year.  
\$1.50 per setting of 15 eggs, \$8.00 per hundred. Eggs tested free of charge, with Breeder's Magic Egg Tester.  
Mrs. Sarah E. Hatch, Garibaldi, Ore.