

# A Captain of Industry

Bethlehem dominates the "Dependable Delivery" field for every kind of service—every kind of weather—on every kind of road; they are stout-hearted and strong of frame—the famous Bethlehem motors are their hearts, and the famous Bethlehem overload capacity chassis their frames.

Bethlehem trucks put your business in the vanguard of good service because they are unfaltering, always ready—always equal to their tasks.

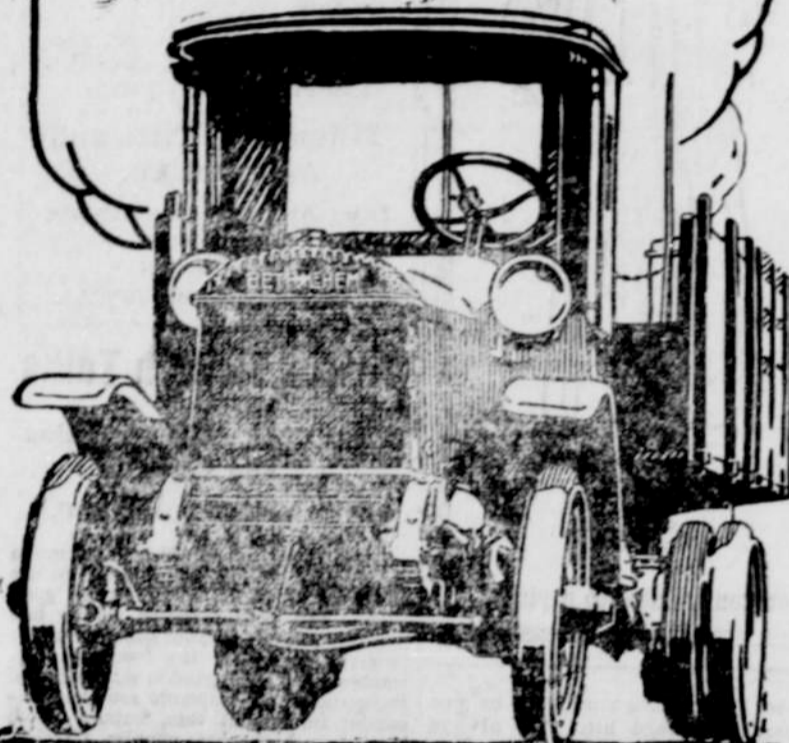
Bethlehem Internal Gear Drive Motor Trucks have Gray & Davis Electric Starting and Lighting. They are the trucks for today and tomorrow's business efficiency tests.

They have that clean-cut look resulting from proper proportions, accuracy of workmanship. Examine a Bethlehem and get its story of "Dependable Delivery."

1 1/2 Ton Chassis    2 1/2 Ton Chassis    3 1/2 Ton Chassis  
**\$1965    \$2365    \$3465**

F. O. B. Allentown, Pa.

ACKLEY & MILLER,  
 TILLAMOOK GARAGE.



**BETHLEHEM**  
 Internal Gear Drive  
**MOTOR TRUCKS**  
 Dependable Delivery  
 BETHLEHEM MOTORS CORP., ALLENTOWN, PA.



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## GOVERNMENT OWNERSHIP RAILROADS.

### Large Sums of Money Squandered in Building and Operating Railroads.

A few years ago the high schools of Oregon were debating government ownership and operation of railroads, and when the debates were held it invariably followed that those who favored government ownership had most people on their side. In view of the fact that the government has been building and operating the railroads, squandering large amounts of money the high schools would now have a hard time to prove that government ownership of railroads was a good thing. There was a good deal of theory in what the high school debaters had to say at that time, and now that what they preached have been put into practice, and did not pan out as they argued, this goes to prove that theory and practice are two different things. A large number of speeches have been made in congress on the operation of railroads. We have published several speeches, and here is another by Representative Martin B. Madden, of Illinois. He says:

I was reading over some of the reports the other day in connection with the construction of the Alaskan Railway, and I made some memoranda taken from the report, which indicate that we have built 228 miles of the main line of road and we have purchased 71 miles.

When the line was authorized \$35,000,000 was provided for its construction. The estimated cost per mile at the time the authority was granted was \$50,000 a mile. The actual cost of constructing the road thus far has been \$141,441 per mile. The \$35,000,000, except for the \$4,000,000 that is contained in this item, has been expended. One hundred and twenty-eight miles of the road are yet to be constructed, leaving the road thus far built absolutely useless.

The road is being constructed under the direction of three commissioners, each drawing a salary of \$10,000. Two of these commissioners, I understand, have never taken any part in the work for which they draw this salary, and the one commissioner, whose jurisdiction is up in Alaska, has never, so far as I have been able to learn, been employed in connection with railroad work at any time during his life. The nearest approach he has to any knowledge of railroad construction is that, I assume, as a citizen of the United States he has occasionally been compelled to travel over a railroad.

The estimates of expenditures as made by the department for 1920—and I quote them—read:

Salaries, \$967,295.

Wages \$305,455.

That would indicate that 75 per cent of the amount estimated for is to be paid for men in overhead positions, and 25 per cent for building the road. Twenty-five miles of road that was improperly located has been washed away, simply because the men who located the road paid no attention to where it ought to be placed. Inefficiency and extravagance have characterized the entire management from the beginning up to now. Offers by responsible people to contract for the construction of this road at \$44,640 per mile was refused by the Secretary of the Interior, and still we are going on and building the road at a cost of more than \$141,441 a mile.

I cannot understand the reasoning that leads the Interior Department to any such conclusion as they were led to in the adoption of the policy pursued in the construction of this road. The percentage of all the men employed in overhead positions is 53, and the percentage of the men employed in construction work is 47, so that there we have a case of where we are employing 53 per cent of all the men to do clerical work, to direct 47 per cent of the men who are presumed to be constructing.

This is the most outrageous performance that I ever heard about in connection with government work, but it is only another evidence of the extravagance and inefficiency of those who have charge of government affairs under this administration. It is a beautiful illustration of what government ownership and operation means. We have gone along in the operation of railroads of continental America. About a year ago we turned these railroads over to the government of the United States. We gave them \$500,000,000 as an operating fund. They have used it all up, and in the operation of the roads they have lost about \$200,000,000 besides. They came before congress a day or two ago and asked for \$1,450,000,000, the loss that we have sustained in government operation of railroads in continental America in less than a year. In the meantime they have raised the rates all the way from 25 per cent to 1,000 per cent, and still, with all these increased rates, we continue to lose fabulous sums of money every year.

Now, my judgment is that rottenness of the conditions that exist in the construction of the Alaskan Railroad should be investigated. The Secretary of the Interior is a man whose name stands out as a shining light for ability, integrity, system, knowledge, experience and patriotism.

But he has not shown any of these qualifications or qualities in his conduct of affairs of the construction of this Alaskan Railroad. When we were proposing to authorize the construction of that railway, in 1915 if I recall, I then said that I was quite sure that \$50,000 a mile would be but a small percentage of the cost. Everybody insisted that we would reduce the cost per mile below the \$50,000 estimate. Instead of that, we have the figures now to show that the cost has been three times as much as the estimate. The railroad is useless as it is today. It does not go anywhere. We assume that we are going to build the road to get into the coal fields. We are going to supply the American Navy with a high-grade coal at a very low price. We have not touched the coal in Alaska yet. We were denouncing the men who owned the lines that had been constructed in Alaska. We were saying that those men ought to be arrested because they were enemies of the public. I then predicted that when we authorized the construction of the road in Alaska the first thing we would do to buy the roads of these men whom we denounced. That prediction came true, because we did buy the roads, and we have squandered the money of the American people beyond all reason, and there ought to be a thorough investigation of the facts.

## More Millions for the Promising Politicians.

The legislature of North Dakota, controlled by the Farmers Non-Partisan party, has voted to mortgage the farms, homes and other property of the people of the state for twenty million dollars, at the same time declining to submit the plan to the vote of the people of the state before it is put into effect. This twenty million dollars borrowed on the credit of the people and which must later be paid by the people, is to be placed in the hands of the politicians in power, to be used by them in establishing enterprises of one kind and another, including banks. That this will be fine for the politicians is apparent, and what is likely to happen sooner or later is also apparent to those who do not subscribe to the theory that one's own politicians are always wise and honest, just as the other fellow's politicians are by the same sign incompetent and dishonest. The usual experience is of course, that the politicians who promise the most, deliver the least and that giving them twenty million dollars to play with does not necessarily mean that the millennium is going to be produced right away. The newspapers and magazines owned by the

North Dakota politicians who are to conduct this twenty million dollar flyer speak well of them, however, and it is therefore to be assumed that they are going to do somewhat differently than politicians usually do, and that North Dakota is going to become a regular Utopia. We shall see. These politicians now pass from the vantage ground of knocking the other fellow to the place where they are going to have to deliver the goods they have been promising. It will perhaps be learned that just as it is easier to reduce the high cost of living, and smash the plutocrats and keep us out of war in a platform than in the actual procedure of an administration like the present one, so it is easier to talk about making everybody rich and happy by giving the politicians twenty million dollars to experiment with than it is to bring down heaven upon earth by that procedure. The one real, hard fact is that somebody is going to have to pay the twenty million dollar debt when the big show is over. But, of course, twenty millions is small change in these days of the new freedom under the sway of that "simplicity and economy befitting a democratic government."

### More Moves in the Movies.

In the connection with the recent formation of the Big Four movie combination, comprising Mary Pickford, Douglas Fairbanks and Charlie Chaplin, with Wm. G. McAdoo as chief counsel and an apparent program of engaging in administration propaganda, the interesting fact comes out that Jack Pickford, brother of Mary Pickford, was one of the petty officers of the navy involved

in the recent sale of safe spots in the navy to persons desiring to avoid combatant service. Pickford acted as a go between in the negotiations. Because he turned state's evidence, he escaped prosecution, and his dismissal as an undesirable was recommended. Through the intervention of Secretary Tumulty, who declared in a letter that Pickford's services were needed in a government propaganda movie, however, Pickford, himself a well known movie actor, secured an ordinary discharge.

## COAXING YOU TO SMILE

### A Whistling Wheeze.

Here is a new one, told as honest-to-goodness truth:

One of the units of Camp Lewis, Wash., had in its ranks a chronic whistler. In barracks, at drill, everywhere and all the time this soldier whistled, and suggestions, threats, sarcasm in re his musical efforts all rolled off him like water of a duck's back. There was no stopping his whistling.

Finally an officer took the man in hand.

"You stand out there at attention" the officer commanded, "and whistle for an hour."

The soldier grinned and obeyed: For one hour he stood in the company street, whistling "The Star Spangled Banner."

And for an hour officers and soldiers stood at attention with him.

### Outmaneuvered.

"A police court isn't all grim and sordid," remarked Judge White the other day. "Sometimes something really funny happens. Not so very long ago a chauffeur was brought in after having run down a man."

"Did you know that if you struck the pedestrian he would be seriously injured?" I asked.

"Yes sir," replied the chauffeur.

"Then why didn't you zigzag your car and miss him?"

"He was zigzagging himself and out guessed me, your honor," was the answer.

### Tonsorial Art.

"Poor Jim has been sent to a lunatic asylum," said the barber, flourishing a shining razor over his customer.

"Who's Jim?" said the man in the chair.

"Jim is my twin brother sir. Jim kept brooding over the hard times and I suppose he finally got crazy."

"Is that so?"

"Yes, he and me worked side by side for years, and we are so alike we couldn't tell each other apart. We both brooded a great deal too. No money in this business now."

"What's the reason?"

"Prices too low. Unless a customer takes a shampoo, it doesn't pay to shave or haircut. Poor Jim, I caught him trying to cut a customer's throat because he refused a shampoo, so I had to have the poor fellow locked up. Makes me sad. Sometimes I feel sorry I didn't let him slash all he wanted to. It might have saved his reason. Shampoo sir?"

"Shampoo sir?"

"Yes!"

### Whose Ocean.

All the way across the ocean the New York World cables a British joke which it says goes big over there. This is the joke:

After the German fleet had surrendered in deepest humiliation, "one big round headed German" expressed his disgust. He spat into the ocean three times, once for the "damned British Fleet," once for Admiral Beatty and once for the British nation, saying "That's what I think of you all."

Then a noble British tar hitched his pants, and says: "Look here, Fritz. You can say what you please about the English fleet and nation and Beatty, but you be damned well careful whose ocean you go spitting into."

### Germany's Position.

"Germany's position at the peace conference reminds me of two old misers I used to know," remarked Senator Lodge at a luncheon. "These two men, while they had plenty of money, were very niggardly with it, though they tried to keep the fact to themselves. Hence both were rather put out when they chanced to meet each other in the top gallery of a cheap theatre. 'And what brings you here?' asked one. To which the other replied: 'To tell the truth, I'm suffering with a fearful cold, and as the heat of the theatre ascends, I felt it would be safer for me to sit up here than in the orchestra or boxes.' Then he added 'But what brings you here?' 'My opera glasses,' replied the friend. 'Your opera glasses?' 'Yes they enlarge so much I can't see from the boxes what is going on on the stage. I have to come up here in the gallery to be able to see with them at all.'

### Discovered.

The pullman conductor on the fast mail was a misogynist, as the following incident will demonstrate. Some unknown person pulled the bellcord. The train came to a sudden stop and threw everyone forward on their faces. "Is it an accident?" asked one worried-looking man as the conductor rushes through the car. "Some one pulled the bellcord," snapped the conductor. "We stopped so sudden that the express car has jumped the track and we won't be able to get started for 4 hours." "Four hours," gasped the worried one in horror. "I was going to be married today." The conductor raised his eyebrows suspiciously. "I suppose you'll try and tell me you ain't the chap that yanked that bell cord."

Maybe from the fact that Henry Ford's Eagle boats leak they are intended to run on some of the southern creeks made navigable under the current rivers and harbor bill.



The City of  
**GOODRICH**  
 Akron, Ohio

## No More Days Of Less

Meanless, heartless, wheel-less are days of the past; but the thrift born of them is with us to stay.

To demand the utmost for a dollar is one great lesson the world has learned. Along with other days of less, it has cancelled days of less service.

Service has always been the Goodrich measure of the value of tires; that is, what a tire proves itself worth you in service on your car, and on the road.

You see promise of service in the burly, full rounded bodies of Goodrich Service Value Tires; and their thicker SAFETY TREADS, extra wide to fortify the sidewall against rut grinding.

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