

Tillamook Headlight.

Fred C. Baker, Editor.

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Editorial Snap Shots.

The Roosevelt highway will give the Coast counties a tremendous boost and Oregon as well.

We want again to impress upon the taxpayers of the Coast counties that should the Roosevelt Highway measure carry the government will maintain it, which will relieve the taxpayers of a large amount of money.

State Senator T. B. Handley is one of the speakers selected to stump Eastern Oregon in behalf of the Roosevelt Highway. We know the State Senator will give a good account of himself in the bunch grass country, for he knows that Tillamook county is wanting Eastern Oregon alfalfa and hay.

Every Tillamooker should wear a Roosevelt Highway button. It is a badge showing that you are a booster for the Coast counties and for the up-building and development of Oregon. The buttons can be obtained at the stores and garages and the proceeds go toward the Roosevelt Highway campaign fund.

Chas. Ray was in from the south part of the county and informed us that the people in the Nestucca Valley are going to vote "Yes" on all the measures to be voted upon June 3rd. That is a good stunt, and we hope the voters in Tillamook County will vote the same way. Bully for the Nestucca Valley, and "Rah! Rah! Rah!" for the Roosevelt Highway.

Fred C. Baker left this morning for Eugene to attend a newspaper men's conference, it being the regular annual meeting of the Willamette Valley Editorial Association. He will boost for the Roosevelt Highway and will endeavor to persuade the newspaper men that now is the time for them to make Oregon famous by building the Roosevelt Highway.

What will the voters of Oregon do with the Roosevelt Highway measure on the 3rd of June? This is a question that is hard to answer. They may vote it down or do the opposite. No one can tell at this stage of the campaign, for there are those who believe it will carry with a whoop and those who believe it will be snowed under. There is one thing in its favor—there is no serious opposition to it. Probably between now and the day of election some idea may be obtained as to whether the measure will carry or be available, but the two important things to be taken into consideration is the carrying on a vigorous campaign the next few weeks and getting people to the polls.

The Roosevelt Highway will put new life, new enterprise, new pep, new energy, new effort and new determination into the people living in the Coast counties, and will open up and develop a vast stretch of country that the people of Oregon know but little about, and will bring into existence a splendid scenic highway that will surprise the people of Oregon as well as the people of the United States. It is in the rough now, but with skilled engineers and experienced road builders, it is our honest prediction that Oregon will have the most magnificent and picturesque highway in the world. That is one reason why everybody in Oregon should be a booster for the Roosevelt Highway.

When the Roosevelt highway is built it will attract visitors as much as the Columbia highway and Crater Lake. In fact, the road will be a wonder, even to a large number of persons who have lived in Oregon all their lives and have seen but little of the coast counties. It will be possible to make short loops or long loops over the Roosevelt highway. For illustration, one loop would be from Portland via Columbia, Clatsop, Tillamook, Polk, Yamhill and Washington counties, which will become a most popular loop with Portland people as well as the Willamette Valley. At the present time the Sour Grass road, built by Tillamook and Yamhill counties, is in good condition, and two other very important road improvements are now being made, the road from Hebo to the

Sour Grass and the road through the Grand Ronde, which used to be in bad shape and impossible for auto travel in winter. With the completion of these improvements this year the people of Portland and the Willamette valley will be able to reach the Roosevelt Highway over good roads at any season of the year.

Persons who claim that it is not necessary to bond the county for the hard surfaced road through the county are laboring under a mistake. The snap shot man is free to say that if the county is not bonded it will interfere with present plans and will deprive the county of 10 to 15 miles of additional hard surfaced road this year. We know what we are talking about for we know that the county has no money to grade 10 to 15 miles of additional road bed preparatory to hard surfacing. If the county expects to co-operate with the State Highway Commission, it must have money to do so, and the only way to obtain it is by bonding. This will insure from 15 to 20 miles of hard surfaced road this year. If the bond measure is voted down and the county has no money, money that the State Highway Commission has planned to expend in Tillamook County will go to some other county that has the "dough" to co-operate with the highway commission. That is the situation in Tillamook to-day, and it altogether depends upon how the people vote in June, whether the county will get a back set or a boost in hard surfacing the highway through the county. Another erroneous impression seems to be going the rounds, and that is if the Roosevelt Highway measure goes through it will not be necessary to bond. No one knows where the Roosevelt highway will be located, and we make this statement without fear of contradiction that it will take all the money that will be appropriated for this county out of the Roosevelt highway fund to make the connections with Clatsop and Lincoln counties. Five million dollars is a small amount of money for so large an undertaking, and if Tillamook has 30 miles of hard surfaced roads that can be used for the highway, so much the better, but it will take all, if not more money, to fill in the gaps. So it is well for everybody to erase from their minds the erroneous impression that it will not be necessary to bond the county. If the county is not bonded it will retard the road work for a number of years, and instead of the county pushing ahead with hard surfaced roads, it will lose the best opportunity of doing so at little or no extra taxation. This is the logical time for Tillamook county to take the bull by the horns, now that it can do so, and obtain as much hard surfaced roads as possible. It may be many years before such favorable conditions present themselves.

The people living in the wettest part of Oregon are asked to vote for an irrigation project in Eastern Oregon. It looks a little peculiar. But here in Tillamook county we all know the benefits of an abundance of rainfall. It is the salvation of the Coast counties. Give Eastern Oregon a large number of irrigation projects it would be a salvation to that parched section of the state also. The Irrigation Interest Guarantee Measure to be voted on in June, although a measure in the interest of Eastern Oregon, has some local interest, especially to the dairymen of Tillamook county, who are large purchasers of hay and alfalfa, and who have been paying \$30.00 per ton for hay and a large number of cows were fed on straw last winter on account of the high cost of hay. So it will be readily realized that more irrigation districts there are in Eastern Oregon this will mean more hay produced and sold at a reasonable figure to dairymen. We certainly believe that the people of Oregon should do everything possible to help Eastern Oregon get as many irrigation districts as possible—more the merrier, and we feel we are helping develop the state when we ask the voters to support this commendable measure. Even here, in the wettest part of Oregon, we can sympathize with the people of Eastern Oregon, who have a wonderful productive country if it had but one quarter the rainfall of Tillamook county. Failing in this the next best thing is irrigation. We notice that the Malheur Enterprise, of Vale, is making a commendable appeal in behalf of the Irrigation Interest Guarantee Measure, and suggests that the Roosevelt Highway boosters swap votes. This is a capital idea, for we believe in all sections of Oregon co-operating for the up-building of the State. Another reason why the people of Oregon should give a favorable vote for the irrigation measure. There are often crop failures in Eastern Oregon on account of lack of rain, but with irrigation systems it makes crop failures almost impossible. With more of

these irrigation systems, Eastern Oregon is capable of producing enormous crops, and another thing in this connection should not be overlooked. Crop failures for lack of rain are exceedingly discouraging to those who have toiled hard in the pursuit of an honest livelihood. If we can eliminate these crop failures and the disaster that farmers have to contend with in Eastern Oregon by creating more irrigation systems, the people of Oregon should be broad minded and show a magnanimous spirit towards them in helping accomplish their aims. We hope the people of Tillamook County will vote for the Irrigation Interest Guarantee Measure with the same interest they vote for the Roosevelt Highway measure.

WILL BENEFIT EASTERN OREGON IN MANY WAYS.

Though it is a fact not generally known, Tillamook County, the most productive dairying section of the State of Oregon, has to ship in hay and other forage for its dairy herds. On this account farmers of Eastern Oregon profited to the extent of \$100,000 in 1913. While the Tillamook section and the coast county in general boast as fertile soil as can be found anywhere and grasses grown there are not converted into winter feed, for the reason that the product is more valuable for grazing dairy cattle.

Tillamook County was not the only coast county that proved to be a good consumer of the alfalfa raisers of the irrigated lands of eastern Oregon. All the rest of the seven coast counties purchased hay as well, though in smaller quantities.

The proposed Roosevelt highway along the coast would open up a great agricultural empire in that region, and in a few years millions of dollars would flow out to the hay producers where now only hundreds of thousands are spent by the dairymen.

In 1918 Tillamook County sold throughout the United States \$2,000,000 worth of cheese and dairy products alone. This gives an inkling of what will be the result of millions of acres of land like that in Tillamook are opened up to cultivation and settlement through the medium of the Roosevelt highway. Based on what has been shown in Tillamook county, \$100,000,000 worth of taxable property would be added to the wealth of the state if the rest of the coast region is developed in like manner.

Grass is green every day of the year on the ocean side of the coast range of mountains, and the climate is so mild that cattle do not need to be kept in barns and fed, as in ordinary dairy sections of the United States, notably in the middle west and on the Atlantic seaboard, but, as has been stated already, it has been found more profitable to keep the land sowed down to clover pasture for the dairy herds than to raise hay thereon. That is why the coast counties will always be a great market for eastern Oregon hay.

ROOSEVELT HIGHWAY IS MOST VITAL ISSUE.

Proposed Bond Issue to Be Voted On In June—Coast Much Interested.

(From The Oregonian)

From the Columbia river on the north to the California line on the south the Roosevelt highway will skirt the Oregon coast, providing the people of the state favor the contingent bond issue at the special election on June 3rd. If the people favor the bonds and the government does not see fit to co-operate, not a dollar of the bonds will have to be spent. If the bonds carry and the government co-operates the people will get \$1 of road for each 50c.

On the state road map there is provision made for a state highway along the coast, connecting the isolated cities, but if the Roosevelt highway project is adopted the government and not the state will take up the work and the maintenance of the road forever will be on the shoulders of the federal government. Not only the state, but the military authorities have for years talked of the advisability of a highway along the Oregon coast, and they have pointed out its necessity and advantages. So far as the government is concerned it has already in its files recommendations from military experts for the road.

Pending the determination of the Roosevelt highway by the people in the election, the state highway commission has decided that it will not undertake any more work on the coast. Pressure had been brought to extend the present highway from Seaside south to the Tillamook line and the Tillamook people have been anxious that the road be built from the Clatsop county line south. Lin-

coln, Coos and Curry have also been urging the building of links in those counties, but these works are at a standstill until the Roosevelt highway question is settled.

Once constructed, the Roosevelt highway will be connected with the Pacific highway by roads running to the coast at half a dozen natural passes on the Coast Range mountains. These connecting roads will enable traffic to make a series of loops from coast to the valley and back, or tourists can come over the Roosevelt highway and return over the Pacific highway.

"CAMPAIGN IS ON FOR ROOSEVELT HIGHWAY"

The coast counties are practically isolated from the rest of Oregon so far as connecting roads are concerned. When the Roosevelt highway is built, that isolated section will be connected with the rest of Oregon. Goody portions or links of the highway are already constructed and paid for and the completion and connecting up of those links as a trunk or through road, will make the present links more useful. Mr. Ballagh hopes to get out and canvass the county in the interest of this necessary highway and show the voters the necessity of such a highway.—St. Helen's Mist.

"LET'S SWAP VOTES."

"Eastern Oregon is mighty interested in the passage of the special measure to be voted on at the coming special election to be held on June 3rd, known as the Irrigation Interest Guarantee Measure. This bill will cost the state as a whole nothing and will open the war for immediate development of hundreds of thousands of acres of the best land in the world that is now either too swampy or too arid to produce a healthy weed.

The Pacific coast counties are mighty interested in the passage of the measure known as the Roosevelt highway bill providing for the building of a north and south highway along the coast, the bonds not to be issued unless matched by a special appropriation from Congress. This measure will not cost the state much and will greatly benefit the isolated people of the coast counties, who now have to wait until the fog settles in order to travel their roads.

Let Eastern Oregon boost for and vote for the Roosevelt highway and in return will graciously receive the support of the coast counties for the Interest Guarantee bill."—Malheur Enterprise.

Portland Rose Festival and 'Grafters'

The officers and Board of Governors of the Rose Festival Association are endeavoring to obtain the assistance of a lot of "grafters" to help boost the Portland Rose Festival. That looks like a libelous statement to make, but it is not many moons since the unreliable Portland Journal characterized the country newspaper man as a lot of "grafters." It is too bad that the officers of the Rose Festival Association have stooped so low and degraded themselves, by hobnobbing with "grafters" in every county in Oregon outside of Multnomah county, in their endeavor to have the "grafters" assist them in boosting the Rose Festival this year. Why wouldn't it be more appropriate instead of holding a Rose Festival, to hold a revival meeting in Portland and invite all the newspaper "grafters" of Oregon up to the mourner's bench as well as the members of the Rose Festival association, who have committed the grave and unpardonable sin of inviting a lot of "grafters" to help Portland out in its annual Rose Festival?

Colonel Watterson on Wilson and His League.

"If I were phrase making or word splitting, I might say that he deserves impeachment for going at all. It is the old story of meddle and muddle. The world is always full of it. As a consequence of his maladroitness tinkering Europe will find itself the middle of the coming summer in flames. Then we shall have home again urgent intervention. It has been his mission in life to make trouble wherever he appeared. When the great Jehovah interjected such a sinister spirit into our affairs it must have been to punish us for our modified delinquencies as a nation and a people.

"We should steer clear of European complications. Never has there been a time when the admonitions of Washington, Jefferson and Monroe carried greater weight. Mr. Wilson's mediocre mind and colossal vanity have already carried him far to sea. It is our lot to look to it that he does not carry the country to the shipwreck of its institutions."

For Sale Cheap.

Good 5-room house and two lots in Tillamook; And also a good 5 room house and one lot in Rockaway, 160 acres in Sandlake at \$25 per acre. Address Box 290 R. F. D. Tillamook.

Representative Aswell Apologizes.

Representative James B. Aswell, of Louisiana, according to Washington dispatches, has announced his intention to apologize to the House for his action in introducing the resolution under which the telephone, telegraph and cable lines were taken over by the government. He is reported to have made the following statement:

"I am the author of the resolution that was made the basis of existing law taking over the control of telegraphic and telephone wires for the duration of the war. I believed in it heartily and worked for it faithfully, but I am very frank to state that I am greatly disappointed and discouraged to note the increase of 20 per cent order on telegraph rates. I am not yet ready to admit that any such increase is justifiable or necessary."

"This means the death knell to Government control or ownership of telegraph, telephone and railroad lines. I owe it to my people and to Congress to apologize for my resolution if Government control means increase in rates."

"I think Mr. Burleson is doing his best. I am Burleson's friend and believe he is doing honestly all he can do, but I think his advisers are bad. I am willing to take the onus of the criticism of Burleson in connection with this resolution."

"When the investigation has been completed it will be found that the majority of the men in high positions in all Government departments who are responsible for all the mistakes that are made are thoroughbred Republicans kept in office by the Democratic Administration. To my thinking that condition is largely responsible for the failures."

In the main, that is a manly statement, but it is marred by some faults which do not "gibe" well with the rest of it. For instance, why not admit at once that the taking over of the lines in question was an "administration measure" and that it had the full approval, before as well as after their seizure, by Mr. Burleson's superior officer, President Wilson. The president was appealed to directly, but he refused to interfere with Mr. Burleson's action, showing conclusively that it was approved of by him. We do not acquit Mr. Burleson of blame but it is evident that he was not alone responsible.

Again, why try to put it off on Mr. Burleson's "advisers"? Mr. Aswell says the postmaster general's advisers are bad. Mr. Burleson did not have to adopt the views of his "advisers." He had enough advice in opposition, so he had his choice of advisers. Nearly every administration newspaper in the country opposed the seizure of the wires, and has opposed nearly every action taken by the postoffice department since their taking over.

Worst of all, the accusation is made that those "responsible for all the mistakes that are made are thoroughbred Republicans kept in office by the Democratic Administration." Words simply fail us. Just imagine Mr. Burleson's taking advice from a subordinate, and a Republican, at that. In fact, just imagine Mr. Burleson's taking advice from anyone.

The facts are that the seizure of the lines in question, after the close of the war, was part and parcel of the Free-Trade, Socialistic administration's policy of government ownership of railroads, ocean going shipping and telegraph, telephone and cable lines. It has been the policy of the administration to upset the established order of things and to experiment at the expense of the public along the lines of certain theories held by many college professors. At a time when we have needed every dollar of revenue possible to raise, the administration experimented with free trade, notwithstanding the complete failure of all former experiments, both here and elsewhere. But free traders will never learn by experience, so the only safe and sane thing to do is give them no chance to experiment at public expense.

It is very courageous for Representative Aswell to say that he is "Burleson's friend." Few men of any party or creed would be brave enough to make such an admission at the present time, no matter what their personal feelings might be. Even Senator Hitchcock says of the seizure of the lines by the postmaster general that "it was a high-handed, senseless outrage." Economist.

"The Cruise of The Make-Believers."

It is doubtful if any imaginary character and the actress portraying it ever had more in common than pretty Lila Lee, the diminutive screen actress, and the character of Bessie Meggison, which she assumes in her first Paramount picture "The Cruise of The Make-Believers," which will be shown at the Gem Theatre, Sunday, April 27th.

In this picture Bessie is shown as a big hearted little girl, highly imaginative and sympathetic. In real life that describes Lila Lee. She is sixteen years old and she combines the charm of imaginative and sparkling youth with the acting ability of much older actresses.

She has already had eight years' experience on the speaking stage and she has assimilated the technique of acting before the camera with astonishing quickness. It is doubtful if a better vehicle than "The Cruise of The Make-Believers" could have been selected for her first picture.

Wm. S. Hart in "Shark Monroe" Gem Theatre, Tuesday, April 23.

There is little doubt that the popular verdict on William S. Hart's new photoplay "Shark Monroe," which is to be shown at the Gem Theatre next Tuesday, April 23, will acclaim it one of the finest pictures in which he has as yet been seen. In this production Mr. Hart discards the chaps of the frontiersman and is seen as a typical skipper of a sealing schooner on the Alaskan coast.

Monroe is a savage man whose reputation for cruelty extends far and wide. He meets a beautiful young woman in strange circumstances one night and takes her and her dissipated brother to Alaska. He learns to love her with passionate fervor and when she goes to Balaam City and falls into the hands of a notorious trafficker in women, Monroe follows and saves her in one of the most impressive situations ever disclosed in any motion picture.

Monroe is the center of many highly interesting scenes of this powerful story. How he wins this girl's love by his bravery, after he had slain the man who sought to dishonor her, is told in scenes that are vibrant with thrills and heart appeal. Mr. Heart directed this photoplay under the supervision of Mr. Ince and his support is highly capable. His leading woman is Katherine MacDonald, one of the most charming screen actors, Joe Singleton, Berthold Spott, George McDaniel and others.

City Flu Cases.

F. R. Beals and wife, East 3rd St. Iris Buckles, Mrs. Parrish and Lloyd Parrish, West Fifth. Ben Kuppenbender, wife and five children, East Fourth St. Misses Lundeen, Ora and May Spurlin, Gaylord House 8th St. Miss Bennett and Mrs. Allen, F. Hadley House 7th St. Mrs. Reynolds and grandsons and Grandma Hushbeck and Joe Schriber Emergency Hospital.

County Flu Cases.

Mr. Moore, 2 miles east of City. Mrs. M. Selson and children, 4 miles north of Nehalem. Violet, Agnes and Emma Lamb, 6 miles north of Nehalem. Mrs. J. R. Church, north of city. Henry Buttler, Bay City. Mrs. J. M. Bousie, Bay City. Frances B. Stranahan City Recorder.

56 ACRES

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