

# Give Western Oregon A SQUARE DEAL!

## Roosevelt Highway Will Open Up Thousands of Acres of Valuable Land for Dairying Similar to Land in Tillamook County---Timbermen Say Highway Better than Railroad to Develop Coast Counties.

One thing the editor tried to impress upon persons when boosting for the Roosevelt Highway the past two weeks is the fact that Western Oregon will not get a square deal if this measure is defeated, which, probably, few persons realize. The Eddy reconstruction measure, which is to bond the state for \$5,000,000, was drawn with the idea of having most of the large cities, counties and educational and state institutions incorporated in the bill, by giving the large cities certain portions of the money for reconstruction purposes. Naturally the large centers of population will vote for the Eddy reconstruction measure for that reason, on a swap vote plan. It is our prediction that the Eddy measure will carry for the reasons we have stated, and for the reason that it is for the best interest of the state to go through a reconstruction period for the next few years so as to catch up with other progressive states. It is different with the Roosevelt Highway measure. The Coast Counties are sparsely settled and have not the voting population like Portland and the Willamette Valley. But the Coast counties will be unjustly discriminated against if the Eddy measure carries and the Roosevelt Highway measure is defeated. In that event Western Oregon would receive but two insignificant sums from the Eddy reconstruction measure, viz: For armories at Astoria and Marshfield. The Roosevelt Highway measure is to all purposes and intent a splendid reconstruction measure, for it opens up to development much valuable land that have been "bottled up" for want of roads, and which will remain "bottled up" if this commendable reconstruction measure is defeated. All that the coast counties ask in a square deal, especially from the people of Portland and the Willamette Valley, in helping develop Western Oregon, which will be done if the Roosevelt highway is built. There is another reason why Portland and the Willamette valley should support this measure. It will not only develop a large amount of unproductive land and give the dairy industry a boost, but it will bring into existence a most beautiful highway which will be used considerably more by people living in Portland and the Willamette Valley than by the people living in the Coast counties.

It is highly important that the people of Tillamook county vote for the county bond measure on the 3rd of June. We understand that a few persons are contending that it will not be necessary to bond the county if the Roosevelt highway measure carries. We want to say right here that it is absolutely necessary to vote the bonds if the county expects to procure hard surfaced roads. There is no certainty whatever that the Roosevelt Highway measure will carry, and should the counties of the Willamette valley cast a large vote against the measure, it is our prediction that the measure will be defeated, as the Coast Counties have but a small vote compared with the Willamette Valley. Neither is there any assurance that Southern Oregon will give a favorable vote, but a large vote is expected in Portland for the measure. It is a little hard to judge the situation, and, to our way of thinking, if the Willamette Valley votes the same way it did when the \$6,000,000 bond measure was voted on, it is a little doubtful to us whether a sufficient vote can be obtained to off set it. Another thing, should the measure carry and the government decide to build the road, it will take several years before any direct benefit would be obtained, for to survey and prepare plans will take at least twelve months. So it is necessary to bond the county to take advantage of road work that is promised by the State Highway Commission, in fact, if the local bond measure fails and the County Court is without money to do the grading, it will deprive the county of ten miles of hard surfaced road this year.

The editor returned to the city Thursday after spending two weeks in the Willamette Valley boosting for the Roosevelt Highway. The fate of that measure depends largely on the active work that is to be done between now and the day of election. As there are some enthusiastic good road boosters in the Willamette Valley, one cannot get away from the fact that a spirit of apathy prevails amongst the people, which makes it hard to size up the situation. We are glad to say that the newspaper men we have hob-nobbed with, and we met quite a number, giving the Roosevelt Highway measure their support. Amongst the

Coast counties, it was plain to the editor that Tillamook was doing the best work in boosting for the highway. There is no planned opposition to the measure, and on that account many persons think the measure will carry. What is now required is a more active campaign, especially in the Willamette Valley. One thing is certain, it is going to take every vote in the Coast counties to pull the measure through, as well as a big vote cast for it in Portland.

A meeting of the Roosevelt live wires were held at the Tillamook Hotel on Tuesday evening, the out of town boosters present being Frank A. Rowe, of Wheeler, and Dr. Hawk and J. O. Bozorth, of Bay City. The work being done by Messrs H. H. Rosenberg and G. W. Dwight, who are managing the campaign in this county was gone over. Owing to lack of funds the local committee cannot do all that it would like to, but owing to the importance of the highway to the Coast counties, the people of the county should give it more financial help. These gentlemen are giving their entire time, and it is no more than right that they should be backed up financially by all the leading citizens and property owners. The editor in his two weeks visit to the Willamette Valley can vouch for the splendid work the local committee is doing, for everywhere he went he saw evidence of what they were doing. It was decided at the meeting on Tuesday evening to make a strenuous campaign in Polk and Yamhill counties, and the committee will send a delegation to those counties. Several of the boosters put up money to help defray the expenses.

Here's a good one on the editor. When he called for his mail at the Salem postoffice last week, his correspondence had this notation written across it: "One F. C. Baker dead, wife lives at Hotel Athens, 13th and Morrison, Portland." The editor did not feel like a dead 'em anyway, even if the postoffice officials had him classed in the dead list and nicely tucked away under mother earth. The ingenious official at Salem must have had in mind, F. C. Baker who was State Printer some years ago. This is not the first time that the editor has been mistaken for the deceased state printer. The editor was dining with his wife and family in Portland some years ago, when a telegram was handed him from Salem, which read "Meet me at the depot" at a certain time, signed by the Christian name of a lady. The editor scratched his head, for he was not acquainted with a lady by that name residing at Salem. It suddenly dawned on him that the telegram was for the State Printer, anyway, that is how he squared himself with his better half. The smokes are on the postmaster at Salem, but if he will vote for the Roosevelt Highway we will call it square.

Eastern Oregon can rest assured that Western Oregon is going to give the irrigation measure a good big majority on June 3, for we in the Coast Counties know what it is to contend with adverse conditions on account of lack of roads, and although there is an abundance of rain in Tillamook County, the dairymen know its takes plenty of rain to make a success of farming. This they do not get in Eastern Oregon, and with commendable enterprise they are doing the next best and wisest thing—resorting to irrigation. We hope the people of Oregon will give the irrigation measure a big majority. It will do much to encourage the people of Eastern Oregon, as well as make the people prosperous and happy. If all the people in Oregon felt like Tillamookers the success of the bill would be assured, for when a straw vote was taken in this city 247 voted for it and only 17 against.

The leading citizens and property owners of Tillamook County have contributed a fairly good sum of money towards boosting the Roosevelt highway, but the live wires who are running the campaign are somewhat handicapped for want of funds. It is in the interest of Tillamook and the Coast Counties that the committee is devoting its time, and we sincerely hope that it will not have to put a stop to its good work on account of lack of funds. Those who have not contributed but should do so will be doing their part also if they will drop into the Roosevelt Highway headquarters and pungle up a little "dough" to help out. You will feel more happy if you help out financially should the measure carry, for then you will feel you helped to carry it over the top. Back up the

committee with your financial and moral support and do it at once.

Why the Willamette Valley and Eastern Oregon people want the Roosevelt Coast Military Highway.

1—Because of its military value as a line of defense in the remote possibility of an attempted invasion-remote (see the Navy).

2—Because of its transportation value in distributing hay, grain and fruit raised in Oregon East of the Coast Range.

3—Because they want to see the wonderful coast country where the grass grows the year round, yet the farmers have to let the cows do their own mowing and buy hay from the Willamette Valley and Eastern Oregon.

Why the Coast counties want the State Bond payment of Irrigation and Drainage District Bond Interest:

1—Because it will encourage the development of territory more fitted for raising hay, grain and fruit which is not largely raised along the Coast.

2—Because they want to see the smiling countenances of the people who raise that produce when they ride along the Roosevelt Highway and blow the money they got for it.

Organizations that have given the Roosevelt highway measure their support are as follows:

The State Federation of Labor.  
The Central Labor Council of Portland.

The City Commissioners of Portland through its commissioners.

The Portland Kiwanis Club.  
The Portland Ad. Club.

The State Chamber of Commerce.  
The Portland Chamber of Commerce.

The Men's Club of the First Congregational Church.

The Hotel Men's Association.  
The Oregon Motor Dealers Association.

Seventy-six papers in the State.  
Portland papers.

Fifteen Granges throughout the State of Oregon.

Farmers of the Willamette Valley no longer take the view that the Pacific Highway is a road being built for tourists. It was a little surprising to the editor to hear farmers, who voted against the \$6,000,000 bond issue, say that the Pacific Highway, or that portion which is now built, is the best market road in the state, and that is the reason the farmers have been converted and want it completed as soon as possible. The same thing will take place if the Roosevelt Highway is built. It will be a splendid commercial road for Western Oregon.

It is highly important that the people of the Coast counties go to the polls on the 3rd of June and vote for the Roosevelt Highway measure. By doing so it may be the means of carrying the measure, for no one can tell whether the measure will carry or be defeated at the present time. Anyway, a big vote in the Coast counties will prove to the people of Oregon that they are anxious to develop this bottled up section of Oregon.

The vote taken in this city last week on the reconstruction measure confirms what the editor had told a number of persons in the Willamette Valley that the people of Tillamook would give a good vote for all the reconstruction measures, and this county would come near pulling a 100 per cent vote for the Roosevelt Highway.

Tillamook people are united and all pulling to get the Roosevelt Highway over the top. That is the best argument that can be made for the measure. They know the needs of the Coast counties, and are the best judges of what is required to open up Western Oregon.

The editor must congratulate the local committee. We found traces of their good work in a great many places, and if all the Coast Counties were as energetic as the Tillamook Committee, public sentiment would be strongly in favor of the Roosevelt highway.

This is how one editor said he was boosting the reconstruction measure—vote for all the even numbers on the ballot. And this editor was the president of the State Editorial Association.

"Yep". That's the way. What way?  
The Roosevelt Highway!

Timbermen in Favor of Roosevelt Highway.

P. S. Brumby, representing the Blodgett Co., which owns considerable timber in Tillamook County, as well as heavily interested in timber and the saw mill industry in other parts of the state, was in the city the first of the week. Mr. Brumby said he is heartily in favor of the Roosevelt highway, and was pleased that the Tillamook Headlight and the people of Tillamook County were boosting for it. Mr. Blodgett, the head of the company, is a good roads booster from away back. Mr. Brumby said that the people of Oregon did not know the vast extent of the undeveloped land in the Coast Counties. The Roosevelt highway would do more to develop Western Oregon than a railroad and it would put new life and energy into the Coast counties, and help to boost Oregon. Mr. Brumby became quite enthusiastic when speaking about the proposed highway. He is thoroughly familiar with the coast counties from Astoria to the California line, and he predicted that if the Roosevelt highway was built it would be a most wonderful highway, and from a commercial stand point would bring about wonderful developments. All the timbermen he had talked with were in favor of the proposed highway. Mr. Brumby said he is heart and soul with the people of Tillamook county in boosting for the Roosevelt highway.

Grange Pass Resolution Favoring the Roosevelt Highway.

Adopted by Sandlake Grange No. 546, at its regular meeting held May 9, 1919:

Whereas: The proposition to bond the State of Oregon in the sum of \$2,500,000 to be matched by a like sum by the Federal Government for the construction of the Roosevelt Highway along the coast will come up before the voters of the State of Oregon at the election to be held on the 3rd of June, and

Whereas: Said highway connecting with the highway system of Washington and California, in our opinion is a military necessity for the defence of the United States and,

It will also enormously increase the taxable value of the state by developing the great resources in dairying, lumbering and fishing of the coast counties and will furnish a route free from snow all the year round for all traffic, therefore be it resolved by the Sandlake Grange, No. 546, that we heartily endorse the said "Roosevelt Highway" measure; Vote 310 X Yes, and hereby petition the members of all the Granges of the State to support and vote for said measure.

Sandlake Grange No. 546  
By, C. E. Ward, H. A. Brandt, Roy Robertson, Clyde Webb, Eugene Atkinson and Elva B. Atkinson.

What Eastern Oregon thinks About The Roosevelt Highway.

The Ontario Argus in an editorial, shows that Eastern Oregon is going to support the Roosevelt Highway measure. It says:

"Oregon needs the Roosevelt Highway. Eastern Oregon is, or should be, interested in the development of the coast counties of Oregon, as are the people residing in that section. Likewise it is true that the people living over on the coast should be interested in the growth and development of Eastern Oregon.

The desire for the mutual benefit of their respective districts is not based on state pride or sentiment, but upon good sound business judgment. The coast counties have become, by reason of the growth of the dairy industry one of the best customers of the ranchers of Eastern Oregon. During the past year more than \$100,000 came to Eastern Oregon from the coast counties for alfalfa with which to feed the herds over there. It is only good business for the ranchers over here to desire that the coast counties grow and add more herds to use more hay. It is only good business for the dairymen over there to want more irrigation projects over here to insure them of a plentiful supply of feed for their cattle, a larger market for their Tillamook cheese and other products.

It is for these reasons that the people over there are holding mass meetings boosting for the passage by the people of the Gallagher amendment to the constitution permitting the state to guarantee for five years the interest on irrigation and drainage district bonds. For that reason we should be holding mass

meetings here boosting the Roosevelt Highway.

"Beside being good business from the selfish stand point, there are other reasons why the Roosevelt Highway should be built. It is the second line of defense, should there ever be a war on the Pacific. It is part of the national plan for a coast highway from the Mexican border to the British Columbia border. The National government will pay half of the cost. With this highway built, and the present plans of the state completed Oregon will have four highways crossing the state from north to south, all of which are necessary and serve widely separate sections."

The Tourist Crop.

Among the measures submitted to vote of the people by the legislature at the special election on June 3 is the issuing of \$2,500,000 of state bonds to construct the Roosevelt Coast Military Highway from Astoria along the coast to the California line, to connect with roads built with the adjoining states, on condition that the United States appropriate \$2,500,000 for the same purpose. It is claimed that the auto license fees now provided by law will pay the interest and principal on these bonds in addition to all others outstanding or authorized. California and Washington have adopted plans and are fast constructing their portions of this great highway.

Promoters of the plan say that the building of the road will develop many thousands of acres of very rich lands in the many small valleys along the coast. Also, that as a result of this the taxable property of the state will be much increased.

Another thing to be gained will be the great number of tourists who will be attracted by this route, for "the tourist crop" is even more desirable than any other crop we can have, because it provides Oregon people with employment to serve the tourists' needs and consumes our products at home.—Carlton Sentinel.

Of Interest to Eastern Oregon and Western Oregon.

Each and every constitutional amendment and measure put to the people for their approval on the 3rd of June is worthy the support of every voter in Oregon. They all, in fact, are of great importance to the growth and development of the state.

Of especial interest to Eastern Oregon is bill 304, which provides for the payment of interest on the bonds of irrigation and drainage districts by the state for five years, this money is to be returned, with interest, by the districts later. Thus settlers will be relieved of a heavy burden at a time of development, when every energy and resource is taxed to the limit.

In western Oregon, the people are vitally interested in bill 310, which provides for the construction of the proposed Roosevelt Highway, from Astoria to California. This measure provides for a bond issue of two and a half million dollars, contingent upon the appropriation of a like amount by the government. There can be no question as to the merits of this measure.

Western Oregon realizes the importance of our irrigation measure and every paper west of the range is boosting, "Vote 304 Yes." They ask, in return, that the voters of the eastern part of the state aid their plans for a great highway.

Turn to your pamphlets and read carefully these measures and the arguments therefore, and their success is assured.—Jordan Valley Express, Malheur County.

Good Business Propositions.

There are different ways of spending the taxpayers money and using the state credit. Measures which add to the wealth of a state and increase its agricultural and industrial resources, by increasing its population and assessed valuation, are good business propositions.

Among the meritorious measures before the people June 3, are two which are of great interest to the whole state. They would increase the wealth of the state by millions of dollars and add no new burdens to the taxpayers. The state guarantee of interest on irrigation and drainage district bonds, would be repaid by the districts and the Roosevelt Highway bond issue would be repaid by automobile license receipts, already provided for.

Just because the proposed Roose-

velt highway happens to be along the shore of the Pacific ocean from Washington to California is no reason that the inland counties should fight it. Oregon is merely one link in the chain of coast states. California and Washington propose to have a coast highway to open up and allow development of the millions of acres of unused lands in their coast territory. Oregon must keep step with the procession if it is to gain its share of business which will come this way in the next ten years.—Manufacturer.

Use Good Judgment—No Jealously.

The bill authorizing \$2,500,000 Roosevelt Highway bonds is conditioned upon the government putting up a like amount.

This means that Oregon would get \$5,000,000 road if the people vote the bonds and the automobile license would take care of Oregon's share.

Millions of acres of new country would be opened up and Oregon would have a coast defense road connecting with the one being built by Washington and California.

Good judgment and not sectional jealousies should guide the votes in this election.—Manufacturer.

Tillamook Behind It.

That Tillamook county is aggressively behind the Roosevelt Highway project is evident from the perusal of The Tillamook Headlight, which fills two pages with expressions of farmers and business men in its favor. If a heavy enough vote for the highway can be brought out in the coast counties, the indifference of Eastern Oregon will be overcome and the measure will have a chance to pass. Actual construction of the Roosevelt highway would create a valuable asset for Oregon. Not even the Columbia highway would be worth so much, for the scenery along the coast is matchless, and connecting with California it would bring tourists by the tens of thousands who otherwise would not come to the state at all.—Oregon Voter.

BOOSTING COAST ROAD

Representative Ben F. Jones Points Out Its Advantages.

Ben F. Jones, representative in the state legislature from Polk and Lincoln counties, has coined a slogan for the proposed Roosevelt Highway in the campaign to create a fund for the construction of this military road. It is "We want a good road and we want it bad." Representative Jones is the father of the resolution by which the legislature at its recent session, unanimously decided to submit a referendum bill providing that the state be authorized to spend \$2,500,000 for the building of the proposed highway along the coast of Oregon on condition that the Federal government contribute a like sum.

"The construction of the Roosevelt Highway," says Mr. Jones, "is a vital necessity to the future growth of the seven coast counties of Oregon. These counties compose one-sixth of the land area of the state of Oregon and they are practically isolated from the rest of the state at present. With the completion of the highway we have in contemplation and resultant lateral roads from the interior we will have advanced a hundred years in development.

"It is conservatively estimated that the Roosevelt highway will open up a territory, the development of which will add \$100,000,000 to the taxable wealth of Oregon. The road, which is designed to connect with the coast highway systems of Washington and California, will for a link in the great boulevard from British Columbia to the Mexican border and will attract hundreds of thousands of tourists to Oregon annually. The highway is not only an economic necessity for the state, but it is needed by the government as a military road.

"The coast counties are putting forth every effort to educate the rest of the state as to the importance of constructing this highway without delay. We are also working hand in hand with eastern Oregon and the other irrigable sections of the state to pass the bill whereby the state will be enabled to lend its credit to irrigation districts by guaranteeing the interest on irrigation bonds.

"For the first time in the history of the state the great coast region and the mighty empire comprising the irrigable portions of Oregon are united in a common cause—good roads and irrigation. These twin projects which mean more to the de-