

SOLONS IMPRESSED BY OREGON CLAIMS.

Argument for Coastal Road Wins Approval.

(From The Oregonian.)
Oregon News Bureau, Washington, July 11.—Advocates of the Roosevelt military highway on the Oregon coast made a strong case in their appeal to the house roads committee today for a favorable report on the Hawley bill, authorizing an appropriation of \$2,500,000 to match an equal amount voted by the people of Oregon for building the road.

The hearing afforded a remarkable and interesting exhibition of the effectiveness of sound argument. It was evident when Representative Hawley arose to address the committee that there was much antagonism to the general proposition of appropriating money for such a purpose, on the theory that every one of the 48 states would have just as valid a claim for a like appropriation. This antagonism came from Representative Dunn, chairman of the committee, and other members, and was manifested by one member of the committee to the point of brusqueness, but the change was instantaneous when B. F. Jones, of Toledo, Oregon, author of the Roosevelt highway bill passed by the Oregon legislature, got down to the important facts of the argument.

Opening is Needed.
Mr. Jones, looking frail and still showing the marks of an illness from influenza which left his hearing slightly dulled, showed some of the qualities of an evangelist before he had proceeded far in his argument. The attitude of the committee changed rapidly as he pointed out how Oregon's right to ask something from the United States is different from the rights of some other states. The members of the committee warmed up to him as he told how the area of the seven counties in western Oregon, which the road would connect, is more than half withheld from the state tax rolls by the federal government as forest reserves, Indian reservations, national parks and monuments.

He said further that the lands withheld in this way by the government in Oregon, if released, would add \$350,000,000 to the taxable property of the state. Forty three years residence in Oregon, he said, he believed qualified him to speak for that country.

Much Already Done.
"We have done what has been asked of no other section of the coastline on either coast," he said. "In the improvement of our harbors on the Oregon coast the people of the seven counties through which this road would run have voted over a period of years almost \$12,000,000 to meet the government 50-50 on the expense. We have paid out this money uncompromisingly, and with the exception of the Columbia river there is not a single military fortification on the Oregon coast."

The road, he said, would make possible the almost perfect defense of these harbors in event of war, as well as making it possible for the government to market millions of dollars' worth of timber now over-ripe. He said that because of having no outlet, timber enough is wasting every year in the western Oregon forest reserve to build this road several times over, and that to help to build this road the federal government would be helping itself.

Louis Simpson, of North Bend, Oregon, as chairman of the Pacific Coast State Defense League, made a strong appeal for the road as necessary to the proper defense of the coast, and he was strongly supported by Charley Hall of Marshfield and Senators Chamberlain and McNary and Representative McArthur, who declared their belief that the Pacific coast will be the theatre of the next war.

A favorable report is expected from the committee on the Roosevelt highway bill. Senator McNary called on Secretary Lane this afternoon for a report on the bill, hoping to obtain the secretary's approval. A similar report will be asked from Secretary of War Baker.

Newspapers Vote Overwhelmingly Against Government Ownership.

Results of a questionnaire on government ownership of the railroads, announced on June 1st by the Association of Railway executives showed the newspapers overwhelmingly against continued control. The questions were sent to 13,424 newspapers through the Press Service company. The questions and the nature of the replies follow:

Does public opinion in your judgment, seem to favor the return of the railroads to private ownership and operation as soon as this can be properly accomplished? Yes, 83 percent; no, 11 per cent, doubtful or not voting 6 per cent.

If so, is this opinion in part based on the desire to see competition in service and facilities restored? Yes 75 per cent; no, 6 per cent; doubtful or not voting 19 per cent.

What is the present sentiment in your community on government ownership and operation of railroads? Eighty per cent estimated. W. sentiment against government ship; 11 per cent for; and 11 at doubtful and not voting. has been the feeling regard-

ing the proposal to extend the period of government operation five years? Against, 75 per cent; for 10 per cent, doubtful and not voting, 15 per cent. In the questionnaire the newspapers were instructed not to record their own opinions only, but to express the sentiment of the territory covered by their circulation. It was pointed out that the vote apparently was not effected greatly by the politics of the papers, both Democrat and Republican organs reporting overwhelming public opinion for speedy return of the roads to their owners.

How Administration Operates Railroads.

By F. G. R. Gordon, Secretary American Anti-Socialist League.

It now turns out that the loss of \$266,000,000, directly on the operation of the railroads by the government for the year 1918 is small compared to what it will be for the year 1919, if we permit Uncle Sam to continue. With the five months ending May 31st it appears that the losses for this short period will just about equal that for the whole year of 1918.

Of course the loss of \$266,000,000 is but a small fraction of the real losses sustained during the year with the large increase of both passenger and freight rates and the \$500,000,000 revolving fund, or total loss will foot up two billion dollars or a loss of \$100 for every family in the nation on the average. Now we are asked to provide a revolving fund of \$1,200,000,000 for 1919, and no doubt we will need it if Uncle Sam continues in business. "Revolving fund," that is a fine name for these huge sums, that is, they revolve themselves out of sight mighty sudden and no man knows where they have gone.

I note that the National Republican says that the departments at Washington fired 1,084 clerks and hired 1,500 in one week recently. Of course they did; that is the way governments do business always. Take for instance the immigration department; in the first place there are employed twice as many hands as are needed. There is hardly any immigration nor has there been during the war, but we have employed an army of men working at the business of red tape. We are spending \$100,000 a year for the 1907 act, which calls for the better enforcement of the alien contract labor laws. There never was the slightest need of this law and there is less need of it now. There is really nothing to do and yet we employ from twenty to forty men under fairly large salaries and all their expenses, just for red tape. This is the way we run all departments that we need to have government conduct, but with this knowledge how foolish it is for us to permit the government to perform a great business enterprise, like the railways.

New Zealand offers us a splendid illustration of the enormous cost of plunging into state socialism. Before the war her public debt was \$486,000,000 with a population of 1,152,000. This was the greatest debt in the world and it simply represents that country's plunge into state socialism.

There is hardly a department in Washington that we are not employing two for the service of one, and this is always true no matter who is in power. The thing that we should always fight against is the government doing any business that we can prevent it from doing. Whatever a government does it does it with waste, extravagance and inefficiency. This was always true under every administration of the past, it will be everlastingly true of every administration in the future. The only method by which we can reduce the cost of government is to prevent the government from doing anything outside its real legitimate needs. The high cost of government is largely to blame for the high cost of living.

Can't Do the Work.
It's too much to try to work every day against a constant, dull backache or sudden darting pain in the small of the back. Be rid of it. Try Doan's Kidney Pills. Your neighbors recommend them.

Mrs. H. Lidyard, 4th Ave., Forest Grove, Ore., says: "Three years ago my kidneys were in a bad way. My back nearly killed me, it ached so. For several days at a time, I couldn't get about to do my work, my kidneys were also congested and my limbs began to swell. My head felt dull and at times I was so dizzy I could hardly stand. All sorts of spots and objects seemed to appear before my eyes. I felt so miserable I didn't care if I did anything or not. I had taken only two boxes of Doan's Kidney Pills when I began to feel better in every way. I used four boxes in all and they cured me of the backache and put my kidneys in a normal condition."

60c. at all dealers. Foster-Milburn Co. Mfgs., Buffalo N. Y.—Pd. Adv.

Announcement.

Mrs. Holden, after spending months in extensive study in technic and interpretation with Mrs. Carrie Louise Dunning, of New York, will return to Tillamook and open her studio September 1. Applications for admittance to the classes of the Dunning system or for private lessons will be received after August 1st.

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Notice of Intention to Improve Street in Tillamook City, Oregon.

NOTICE IS HEREBY GIVEN, to all whom it may concern, that the Common Council of Tillamook City, Oregon, deeming it expedient to improve the street hereinafter described, did, on the 16th day of June, 1919, adopt a resolution of said improvement, which said resolution is in words and figures as follows, to-wit:

Resolution and Notice of Intention to Improve a Certain Street in Tillamook City, Oregon.

BE IT RESOLVED that the Common Council of Tillamook City, Oregon, deem it expedient and hereby declares its intention to improve the following street in said city, to-wit:

All that portion of Third Street extending from the West side of Stillwell Avenue to the Western boundary of Tillamook City, by establishing the grade of said street; by rolling the roadway thereof for a width of 36 feet; by laying thereon a concrete roadway covering the whole of said 36 feet, with the exception of eight feet in the center thereof, which portion shall not be paved but finished according to plans and specifications of the city engineer therefor, intersections to be paved solid, by building curbs, catch basins and laying drain pipes, together with inlets and constructing laterals for sewer connections and making provisions for the necessary surface drainage for said street and all appurtenances thereto, and by laying and constructing concrete headers.

All of said improvements to be made in accordance with the charter, resolutions and ordinances of Tillamook City and in accordance with the plans and specifications, and estimate of work therefor made and prepared by the City Engineer of Tillamook City, Oregon, filed in the office of the City Recorder of said Tillamook City. All of said improvements to be made at the expense of the property, and all thereof, adjacent thereto and specially benefitted by said improvements within the limits of the district established and defined by this resolution.

Be it further resolved, that the plans, specifications and estimates for the proposed improvements so made and prepared by the City Engineer as aforesaid, the estimate of the probable total cost thereof being the sum of \$23,087.00, be and the same are hereby approved.

That the boundaries of the assessment district to be benefitted by said improvements and assessed therefor are hereby established as follows:

Beginning at a point on the West side of Stillwell Avenue in Tillamook City, Oregon, 105 feet North of the North side of Third Street, and running thence West parallel with the North line of Third Street to the West boundary of Tillamook City; thence South along the West boundary of Tillamook City to a point 105 feet South of the South line of Third Street in Tillamook City; thence East parallel with the South line of Third Street to a point in the West side of Stillwell Avenue 105 feet South of the South line of Third Street, and thence North along the West side of Stillwell Avenue to the place of beginning.

That said assessment district shall be and is hereby designated as Local Improvement District No. 10, and the property, and all thereof included within said district, is described as follows:

Lots 5, 6, 7, and 8, in Block 1.
Lots 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14, in Block 2;
Lots 1, 2, 3, and 4, in Block 3;
Lots 1, 2, 3, and 4, Block 4.
All in Maple Grove Addition to Tillamook City.
Lots 5, 6, 7, and 8, in Block 4;
Lots 5, 6, 7, and 8 in Block 5;
Lots 1, 2, 3, and 4, in Block 6;
Lots 1, 2, 3, and 4, in Block 7;
Lots 1, 2, 3, and 4, in Block 8.
Lots 1, 2, 3, and 4, in Block 9;
Lots 5, 6, 7, and 8, in Block 10.
Lots 5, 6, 7, and 8, in Block 11.
All in Stillwell's Addition to Tillamook, or Tillamook City.

Tract beginning at the intersection of the West side of Stillwell Avenue with the North line of Third Street, and running thence North 105 feet; thence West 125 feet; thence South to North line of Third Street; thence East to place of beginning.

Tract beginning at the intersection of the West side of Stillwell Avenue with South line of Third Street, and running thence South 105 feet; thence West 210 feet; thence North 105 feet; thence East to point of beginning.

Tract beginning at the intersection of the West side of Seventh Avenue West with the North line of Third Street; and running thence North 105 feet; thence West to the West boundary of Tillamook City; thence South to the South line of Third Street; thence East to the place of beginning.

Tract beginning at point 60 feet West of the Northwest corner of Block 9, of Stillwell's Addition to the Town of Tillamook (now Tillamook City), and running thence West to the West boundary of Tillamook City; thence South 105 feet; thence East to a point due South of the place of beginning; thence North to the place of beginning.

Be it further resolved, that the City Recorder, be and she is hereby instructed to cause this resolution and notice to be published for three consecutive publications in the city official newspaper; that the City Engineer is directed to cause to be conspicuously posted at each end of the line of the proposed improvement a copy of this resolution and notice within three days from the date of the first publication of such notice, and that all persons concerned be thereby notified of the date of the first publication of said notice, and that objections and remonstrances to the proposed improvements may be filed with the City Recorder within 20 days from said date.

All persons concerned are hereby notified that said resolution was duly adopted on the date aforesaid; that the first publication of this notice is June 19th, 1919, and that objections and remonstrances to the proposed improvement may be filed with the undersigned City Recorder within

20 days from said date. Done by order of the Common Council of Tillamook City, Oregon, dated this June 16th, 1919. Frances B. Stranahan, City Recorder of Tillamook City, Ore.

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Get Dr. Pierce's Golden Medical Discovery to-day at any medicine dealers, in tablet or liquid form, or send 10c for trial package to Dr. Pierce's Invalids' Hotel, Buffalo, N. Y.

Spokane, Wash.—"I had scrofulous sores on my body and limbs and boils were always coming out in different places. I took treatment from several doctors but they did me no good. At last I began using Dr. Pierce's Golden Medical Discovery for my blood. When I had taken three bottles of it the sores were all healed and I have not been troubled any more with boils."—U. S. Fuson, S. 110 Ivory St.



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