



They couldn't be built now for twice \$71,000

When the talk turns from politics to railroads, and the traveler with the cocksure air breaks in with, "There's an awful lot of 'water' in the railroads," here are some hard-pan facts to give him:

American railroads have cost \$80,900 a mile—roadbed, structures, stations, yards, terminals, freight and passenger trains—everything from the great city terminals to the last spike.

A good concrete-and-asphalt highway costs \$36,000 a mile—just a bare road, not counting the cost of culverts, bridges, etc.

Our railroads couldn't be duplicated today for \$150,000 a mile.

They are capitalized for only \$71,000 a mile—much less than their actual value. Seventy-one thousand dollars today will buy one locomotive.

English railways are capitalized at \$274,000 a mile; the French at \$155,000; German \$132,000; even in Canada (still in pioneer development) they are capitalized at \$67,000 a mile. The average for all foreign countries is \$100,000.

Low capitalization and high operating efficiency have enabled American Railroads to pay the highest wages while charging the lowest rates.

This advertisement is published by the Association of Railway Executives

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York

AUTO PAINTING

Have your car painted before the Summer touring commences. Satisfaction guaranteed. We also put on new dressing on auto tops.

C. L. LEWIS.

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- Hot Water Bags.
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- Fumigators.

BUY THEM AT

E. E. KOCH, Druggist.

What the Editors Say

The fight to knock out the nation wide dryness has not been given up by the brewing interests, which are using little Rhode Island as a cat-paw. It is barely possible that some of us may yet live to see the day when one may again buy booze. But the brewers should know that they are the very fellows that brought the wrath of an indignant public on their own heads by their infamous practice of financing saloons that were dives and making the liquor business the most disreputable retail business on the face of the earth—Itemizer.

It was hardly necessary to make the announcement and yet in order to keep the record straight it doubtless was wise for the representative of the national grange and other farm organizations to give notice that they would not join the American Federation of Labor in its campaign to elect this year only friends of the trade unions. An organization which seems to have taken for its slogan "big wages, short hours and a good time," and which has the active support of a great many men who profess it to be their intention to nationalize land along with all other great natural resources and make everybody either an employe or a tenant of the government, it is not likely to win much sympathy from men who have always earned what they got and who having paid for their homes fully intend to keep them.—Telephone Register.

Some state newspapers are suggesting, now that the sentence of Henry Albers after conviction of disloyal conduct during the war has been confirmed, that he is a fit subject for executive clemency. But why Albers? We admit that handling of convictions of this kind have been made difficult by the example of Secretary Baker in opening the prison doors to the crowd of fake conscientious objectors, but it would seem that unless it is the purpose of dealing a slap in the face to the men who served loyally in the army or displayed 100 per cent Americanism at home a sharp line should be drawn between them and the pro-Germans and plain slackers who made their work more difficult. This line can only be drawn by carrying out the mandates of courts after conviction is secured and it will be difficult to show the ex-soldier or the man above military age who quietly did his part at home that there could be extenuating circumstances. As we have said before, a man was either right or wrong, and if wrong there is no excuse. Just now there appears to be a determined effort to bring the charge of being a war slacker home to Jack Dempsey, who, many people believe, should have displayed his fighting ability in the army instead of in a shipyard. Now, suppose conviction follows, will Dempsey be a subject for executive clemency, or if the evidence proves that he is guilty just how much use is there attempting to convict him if punishment is not to follow.—Independent.

Some Job.

This year I'll be a candidate for Woodrow Wilson's honored place; my friends keep clashing at my gate, and urging me to make the race. My platform is a simple thing, one single plank is all it owns: Cut out extravagance, by jing, quit burning up the precious bones! The cost of government, these times, give every thoughtful soul a wrench; our government blows in the dimes, yet calls on voters to retrench. It taxes people to the grave and makes their work-worn spirits sore, then urges easy marks to save, so it can touch my residence where now the White House banner flaps, I'll cut down every fool expense, and fire all loafers who have snags, I'll clothe the grafters to the hilt, and clothe the toilers with their wool; all other Vital Things may slide until the treasury is full. The billion dollar schemes will get blue penciling when they are born; the man who'd make another debt will find me standing on his corn. So rally round my standard boys, line up like soldiers, rank on rank, then government will make a noise like money in a savings bank.—Walt Mason.

Another Wasted Billion.

Representative George Holden Tinkham, of the Eleventh Massachusetts District, has again stirred up the unpleasant sugar question. He is asking for a complete investigation by the House Judiciary Committee of Attorney General Palmer's exercise of power formerly held by the Food Commission.

The facts in the sugar situation reduced to their simplest form of statement, are that the people of the United States are paying this year almost a billion dollars more for their sugar than there is any reason or necessity for paying, and they are suffering the extortion solely because if the ironclad obstinacy of President Wilson in refusing to take the advice of his own Sugar Equalization Board. This advice was unanimous, with every member concurring in it save one, and that one was Professor Taussig. It with this minority of one that the President agreed, and it was upon the advice of that minority of one that he acted.

In 1918 the Sugar Equalization Board, with the consent of the president, bought the Cuban sugar crop at 5 1/2 cents per pound. Last August and September, in two separate communications, the Sugar Equalization Board warned the President of a sugar shortage in 1920, asserting that there would be a great increase in the cost of sugar if he did not assent to the purchase of the 1920 Cuban crop at the price then offered: 6 1/2 cents a pound. Mr. Wilson stubbornly refused to act on these urgent representations of the board, al-

though he was categorically informed that such refusal would mean an enormous increase in the cost of sugar to the people of the United States.

But even the sugar situation was not yet quite up to the limit of administrative obstinacy and bungling. Last November, sugar was retailing at from 11 to 12 cents per pound. Then the Attorney General took a hand in the mixup. Without the slightest authority in law he entered into an agreement with the sugar producers of Louisiana whereby they were permitted to charge from 17 to 18 cents per pound for sugar at the plantation itself, on top of which, of course, were piled the transportation and middlemen tolls.

The President has refused to purchase the Cuban sugar crop when it could have been had for 6 1/2 cents per pound, thus leaving the Cubans at liberty to fix their price to the level the Attorney General had fixed for the Louisiana producers. And out of this combination of executive obstinacy and Palmerian fatuity we derive the inestimable privilege of paying from 18 to 22 cents a pound for sugar which we ought now to be getting at from 11 to 12 cents. Every two-cent increase in the cost of sugar, said Representative Tinkham in urging the House Judiciary Committee inquiry, means \$180,000,000, per annum to the American people. With sugar at from 18 to 22 cents per pound we are paying a penalty of from \$900,000,000 to a billion dollars for having an Executive who is too self-efficient to accept anybody's advice, even when backed with a mathematical demonstration of its soundness, and an Attorney General whose economic sagacity is—what is it.

Representative Tinkham wants the matter investigated. That is very well but it will not reduce the price of sugar and it will not restore the billion dollars lost to the American people because one man was omniscient and another hebeticulous.—Harvey's Weekly.

Oregon War Casualties.

Official figures, issued by the adjutant general, reveals casualties in Oregon members of the American expeditionary forces have been as follows:

	Enlisted		Officers Total
	Men	Officers	
Deceased	843	29	512
Wounded	991	63	1,045
Prisoners	9	2	11

Total ... 1,483 94 1,577

Itemized under each of the foregoing headings, the figures are:

	Enlisted		Officers Total
	Men	Officers	
Killed in action	212	16	228
Died of wounds	74	5	161
Died of disease	158	3	161
Died of accident	12	3	15
Drowned	4	4	4
Suicide	3	3	3
Murdered	1	1	1
Executed	1	1	1
Died, other causes	3	3	3
Died, cause undetermined	12	1	5
Wounded slightly	439	29	459
Wounded severely	383	24	407
Wounded, degree undetermined	178	10	188
Missing in action
Unaccounted for
Prisoner, died	1	1	1
Prisoner, repatriated	8	2	10

Citizens of Oregon bow their heads in reverence to these dead, who gave their lives for our country; to the bereaved families is extended heartfelt sympathy for a priceless sacrifice to the wounded every manner of helpful co-operation should be accorded to aid in rehabilitation and in provision for needed care and remunerative employment. To those passed unscathed through the ordeal no less degree of gratitude, appreciation and helpful co-operation is due, for they risked all for those who remained at home. Many the sense of obligation for our heroic citizen soldiery never be deduced.—Oregon Voter.

Notice to Contractors; Oregon State Highway Construction.

Sealed bids will be received by the State Highway Commission of the State of Oregon at Room 520 Multnomah County Court House, Portland, Oregon, at 10 o'clock a.m., on the 23rd day of March, 1920, for the following:

Tillamook County.

The construction of a steel bridge with concrete approaches over the Nestucca river near Hebo, in Tillamook County, Oregon.

Bids will be received on three propositions:

Proposition No. 1, for the construction of the entire work in one contract. The approximate quantities are 255 cu. yds. Class "A" concrete, 245 cu. yds. Class "B" concrete, 46,000 lbs. metal reinforcement, 150,000 pounds structural steel, 750 lin. ft. piling, 290 lin. ft. concrete handrail, 250 cu. yds. excavation.

Proposition No. 2, for the furnishing and erection of the structural steel portion of the structure on concrete piers, which will be built under another contract. The approximate quantities are: 150,000 lbs. structural steel.

Proposition No. 3, for the construction of concrete piers and approach spans ready for the erection of the steel portion of the structure. The approximate quantities are: 250 cu. yds. class "A" concrete, 245 cu. yds. class "B" concrete, 34,000 lbs. metal reinforcement, 750 lin. ft. piling, 290 lin. ft. concrete handrail.

No bid will be considered unless accompanied by cash, bidder's bond, or certified check for an amount equal to five (5) per cent of the total amount bid.

A satisfactory bond will be required for the faithful performance of the contract in a sum equal to one-half of the total amount bid.

Proposal blanks and full information for bidders may be obtained at

the office of the State Highway Engineer, Capital Building, Salem, Ore. Plans, specifications and form of contract may be inspected at the same place or may be obtained upon deposit of \$5.00 for each set of plans and specifications. Plans and specifications are also on file at room 1301 Yeon Building, Portland, Oregon. Plans and specifications may also be seen at the office of A. M. Hare, County Judge, Tillamook, Oregon.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

S. Benson, Chairman.
R. A. Booth, Commissioner.
Ed. E. Kiddle, Commissioner.
Attest: Herbert Nunn,
State Highway Engineer.
Salem, Oregon, February 28, 1920.

Are You Insured?

IF NOT THE WOODMEN OF THE WORLD. THE Giant of the West With a Reserve Fund of \$8,356,000 offers secure Benefits as follows:

Ages	Amounts.			
	Inclusive	\$500	\$1000	\$2000 \$3000
18 to 22	35	70	1.35	2.05
23 to 25	40	75	1.45	2.20
26 to 29	40	80	1.50	2.30
30 to 31	45	85	1.70	2.55
32 to 33	45	90	1.80	2.70
34 to 35	50	95	1.90	2.85
36 to 37	50	1.00	2.05	3.05
37 to 38	55	1.05	2.15	3.20
38 to 39	60	1.15	2.25	3.40
40 to 41	60	1.20	2.35	3.55
42 to 43	65	1.25	2.50	3.70
44 to 45	65	1.30	2.60	3.90
46 to 47	70	1.40	2.70	4.05
48 to 49	70	1.45	2.80	4.20
50 to 51	75	1.45	2.95	4.40
52 to 53	75	1.50	3.05	4.55
54 to 55	80	1.66	3.18	4.75
56 to 57	85	1.65	3.32	4.95

Multiply above rates by 12 and you have the cost for one year.

To the foregoing add 50 cents per month for camp dues which gives you all the privileges and benefits of a fraternal organization.

These rates are far lower than for "Old Line" insurance. This order has been in existence nearly 30 years and every claim is promptly paid.

Join now and help boost the District Convention which will be held in Tillamook the third week of May.

Admission Fee, \$5.00

For a Short Time Only.

For further information and application card apply to either F. H. Matthews, C. C. or Thomas Coates, Clerk Alder Camp No. 219 Tillamook

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New Nash 6 Touring Car.

Run less than One Hundred and Fifty Miles A BARGAIN.

Call and see it at SUNSET GARAGE

Square Deal Repair Shop.

How about your Drag Saw. Does it need repairing or new parts. If it does bring it to us and let a factory man work on it.

SERVICE, NOT STYLE.

ALL WORK GUARANTEED.

SOUTH OF TILLAMOOK BAKERY.

BASKET BALL

March 12th AT THE ARMORY, Tillamook, City. TILLAMOOK H. S. VS. CLOVERDALE.

This is going to be a fast and exciting game. TICKETS 30c. including War Tax.

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