

Tillamook Headlight

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CONFIDENCE IN TILLAMOOK

In spite of wet winters; in spite of a close money market; in spite of a low demand for our products and the apparent reluctance of the consuming public to call for our produce—we cannot lose confidence in our home community. If we did, and failed to recover from this depression, the whole world would lose respect for us.

Right now everything looks rosy; there are good prospects for another transportation line to build its road into our valley and numerous other improvements are looked for in the near future. Remember that the world still needs lumber to build its shelters, and people have not yet forgotten that Tillamook turns out the best cheese that has yet been made.

If A. G. Beals had been in the least dubious about the future of this town he would not have started the construction of a new business block in this city; if the State of Oregon didn't feel confidence in Tillamook an armory would not be planned for this place; and if the Headlight did not believe that this city would grow and prosper it would close its doors tomorrow and move some place else. "Talk up, look up and think up."

BETTER ROADS

This is to be another big year of road building. Will it beat last year which broke all records? During the fiscal year 1922 over 20,000 miles of good highways were constructed, half with the aid of the national government and half without.

In a rough way, that's nearly enough to reach seven times across the continent.

And it's only a part of a gigantic good-roads program that will be carried on during the next 15 or 20 years. The program calls for a total completion of 180,000 miles of federal-aid highways and about the same mileage of state and local roads.

After that, will be another big program—unless the airplane comes into general use and makes road-building unnecessary. Should the latter happen, the airplane will save the nation billions of dollars in road bills.

Engineers say that the cost of constructing roads during the next two decades will average around \$17,000 a mile. At which rate, the planned network of 360,000 miles of good roads will cost America six billion dollars or more.

They will be worth it, if the roads are properly built. Good roads are the arteries which permit the circulation of wealth between the farm and city, with smaller communities as halfway stations.

The danger exists, that America—in its desire to do things on its customary big scale—may concentrate too much on long mileage and not enough on quality of pavement. That, in the past, has been the trouble with most city pavements. The far end is scarcely completed before the other end is ready for repairs.

A lot like many a business concern which devotes too much effort to getting new customers and not enough effort in keeping the old ones.

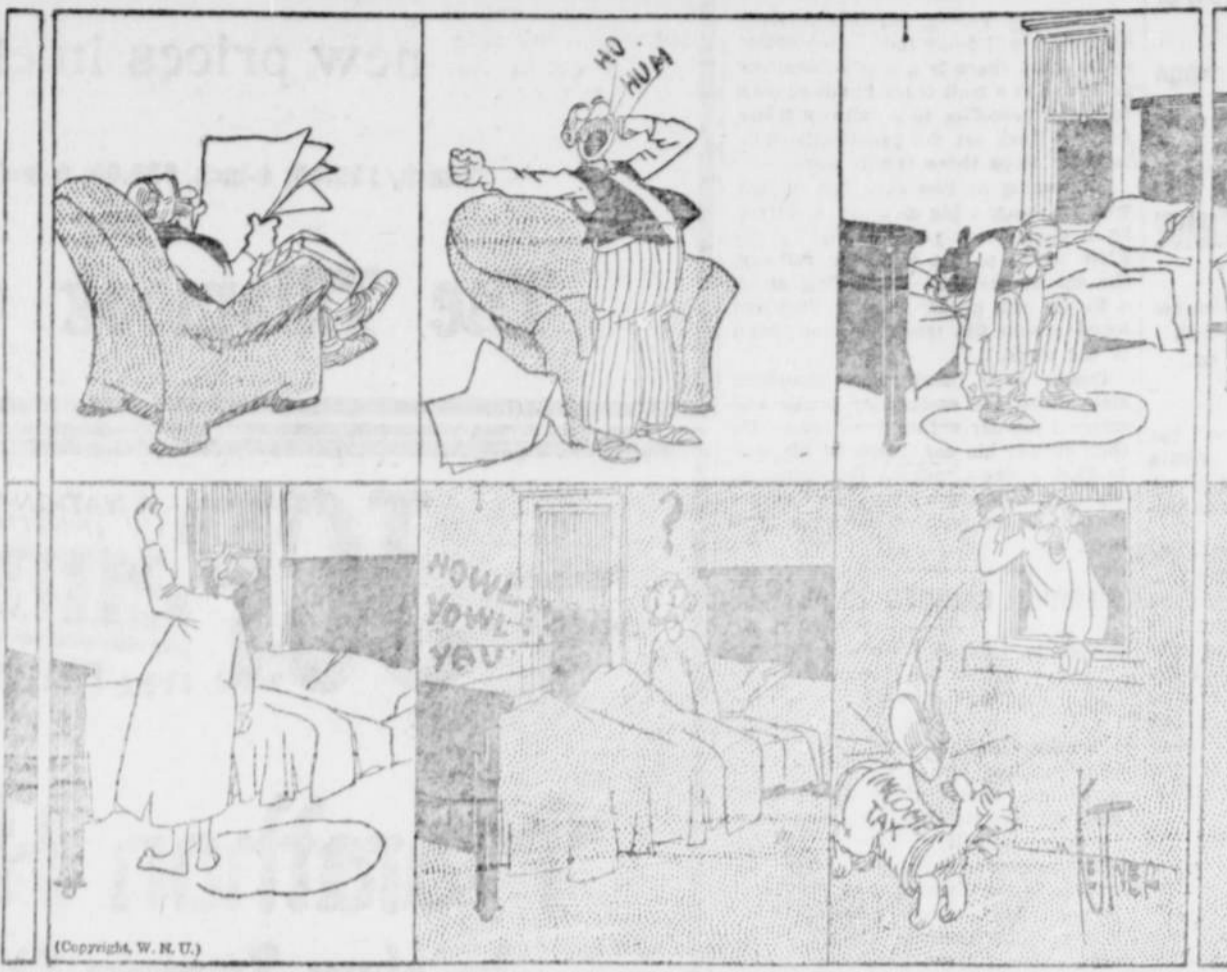
When it comes to roads, we should keep in mind that quality is preferable to quantity.

Like the Romans, we should build for permanence.

Red Cross assistance in the Astoria Disaster Relief work took form immediately upon receipt of the news of the fire which wiped out the business section December 8, and Pacific Division headquarters in San Francisco, Calif., authorized Earl Kilpatrick to co-operate with local committees in their relief organization as Division Red Cross representative, Astoria Disaster Relief. In addition to this prompt response to the immediate need, the organization is continuing a careful rehabilitation work through the services of a division worker and the local chapter executives.

National funds were placed at the

Our Pet Peeve



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disposal of Astoria during the emergency period to finance the family rehabilitation work for which the Red Cross assumed responsibility. As is often the case when a community is stricken by an overwhelming disaster, the organization for rehabilitation is the outstanding need, which can be done only by persons trained in disaster work. This is the type of service the American Red Cross plans in its disaster relief program supplementing it with funds proportionate to the money needs, which in the case of Astoria were met by popular subscription.

Earl Kilpatrick, director of the Extension Division, University of Oregon, who had experience in disaster relief work during the Pueblo, Colorado, flood disaster, headed the list of specialists whose services were volunteered by the agencies represented. The money cost cannot be estimated as many of the workers under Kilpatrick's leadership were volunteers.

Oregon's resources were mobilized to render effective personal service, the corps of workers including: Dr. Philip A. Parsons, Director, Portland School of Social Work; Miss Inoda E. Thomson, assistant director; Miss Aline Noren, social worker; Miss Mildred L. Dodge, social worker; Miss Helen B. Hartley, public health nurse, all of the Portland school; who were volunteered by the University of Oregon. The University also volunteered the services of Mr. Kilpatrick and his assistant, Dan E. Clark. The Portland Community Chest volunteered Miss Margaret Creech, director, Confidential Exchange, and the Oregon Tuberculosis Association sent Miss Grace L. Holmes. Major G. V. Schur represented Adjutant General White of the Oregon National Guards.

Clatsop County Red Cross chapter put into the disaster relief work its entire staff, including the secretary, Miss Marjorie Pease; the county responsive group of volunteer assistants, Miss Eileen T. Walker, and a nurse. Portland and Willamette county chapters contributed money to Astoria. Seattle, Washington, and near by chapters in Oregon advised the Division office that they stood ready to aid with money or service, or both.

Miss Noren, a senior student in the Portland School for Social Work, volunteered her services during her Christmas vacation, attaching a special value to her service. She and Miss Dodge, also a student, will get credit for the work done in this field.

Aside from the administration of the funds made available by the National Red Cross organization, Mr. Kilpatrick rendered service in helping to determine the distribution of the relief fund contributed for the Astoria Disaster Fund by the public. In this work the Red Cross div. represented.

tative operated in close relationship to the local Citizens Committee of Ten, and the various other local organizations concerned with the relief of the fire sufferers.

The personal service of a field worker from Pacific Division staff of the family welfare work as the situation passed the emergency period. She will remain in Astoria working with the chapter until the emergency cases are closed. The local chapter will continue to render service to persons disadvantaged by the fire in conjunction with its regular program of community welfare.

Mrs. F. H. Haradon, recently elected chairman of the Clatsop County Chapter of the American Red Cross and Colonel W. S. Gilbert, member of the executive committee, will have supervision of relief expenditure by Colonel Gilbert was chairman of the Citizens Committee of Ten and of the Astoria Relief Committee and the Red Cross relief work will continue under his direction.

Legislature passed 100 less laws than two years ago, many of these vetoed.

Marshfield to vote on bond issue for \$75,000 school.

Vernonia votes bonds for \$15,000 annex to present school.

Portland issued \$1,455,320 building permits during February.

Eugene Farmers Creamery does business amounting to \$200,000 for 1922.

Silverton has great housing shortage.

Eugene excelsior factory shipping its products to Hong Kong, China. Coos county has organized a berry growers union. Eugene—New summer resort for sportsmen being established at Vida. Salem—Oregon building to receive \$13,000 repairs. Corvallis—Large acreage north of city opened up into 5-acre tracts.

PUBLIC SALES

We have purchased 122,000 pair of S. Army Munson last shoes sizes 1-2 to 12 which was the entire plus stock of one of the largest S. Government shoe contractors. This shoe is guaranteed one hundred percent solid leather, color dark tan, bellows tongue, dirt and waterproof. The actual value of this shoe is \$5. Owing to this tremendous buy we can offer same to the public at \$2.95.

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Tennant is new town with several hundred houses and big sawmill. The legislature created 105 new jobs at the expense of the taxpayers.

Roseburg—Douglas County L. Water Co. to install new power adding 22,000 horsepower.

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J. Alvin Bell

COLLECTIONS

NO COLLECTION—NO CHARGE SETTLEMENT MADE THE DAY WE COLLECT We Sue in Our Own Name. KNIGHT ADJUSTMENT CO.

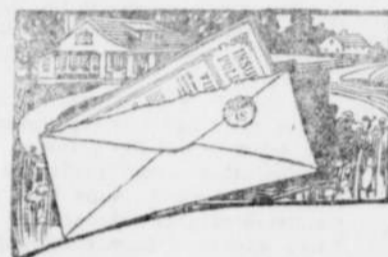
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Read It!

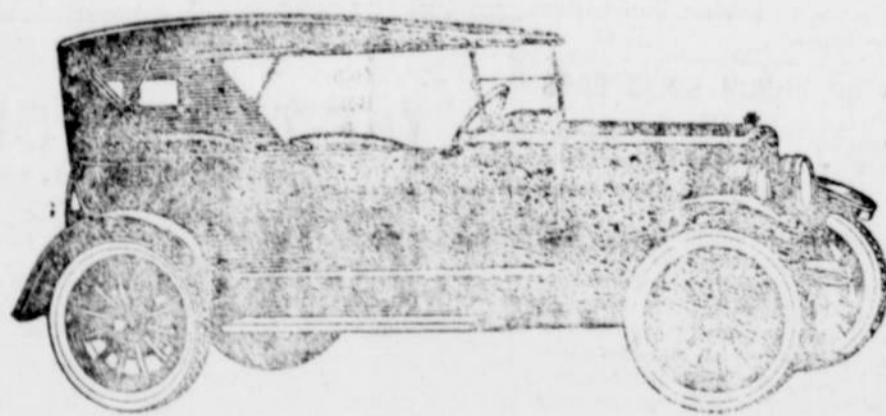
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See the Overland advertisement in the February 27th Saturday Evening Post

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