

COMMENT

Editorial Page of the Tillamook Headlight

FEATURES

Tillamook Headlight

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OUR EDITORIAL POLICY

- 1. To advocate, aid and support any measures that will bring the most good to the most people. 2. To encourage industries to establish in Tillamook county. 3. To urge the improvement of a port for Tillamook City. 4. To insist on an American standard of labor. 5. To be politically independent, but to support the candidates for public office who will bring the most good to the people of Tillamook county and of the State of Oregon.

FAIR OR NO FAIR

Vote to begin the improvement of the new fair grounds. Every improvement of this character, is a monument to the progress of the county, and adds just that much to county values. The people are to take no pride in the agricultural, dairying and fine stock enterprises then you should vote to let the tract now owned by the county, which is clear of indebtedness, grow up to weeds, as a foolish investment. If, on the other hand, you are proud of the achievements of the county, and its record and fame abroad as one of the greatest dairying and cheese producing sections in the northwest; if you are proud of the fine pure-bred stock; if the world championship records held in Tillamook, by stockmen; if you want the boys and girls to continue in their splendid efforts in calf club work; if you care to see the excellent exhibits by the students of the whole county; then vote the small mill tax at the coming election, and help to make a start on the improvement of the county grounds for fair purposes. With all the progress which has been made by this county during the past few years, and with the possibilities for future growth along right lines, is this the time to turn down so important a matter as the county fair? The fair is an index to the county's social, and business life. It is a promoter of the best in agricultural, business and community endeavor. Ask yourself candidly, the question: Are we ready to dispense with the fair? Would it not be a confession that we are willing to give up our county pride, and take a back seat? Who would go back to mud roads? The fair is the pulse of our agricultural, social and business activities. Let us not write Tillamook county down as a "quitter." Let us not publish to the rest of the state that we are pikers. The one mill tax divided all over the county, will neither make nor break any individual tax payer in it. But, if we go ahead with the fair improvement, outside communities will continue to speak of "The Tillamook spirit." If we turn down the improvement of ground already paid for, without a cent of indebtedness against it, the same communities that have applauded our progressiveness, will note with regret the decline of that spirit, and wonder why. One thing is patent to all who will think for a moment: The grounds upon which the present buildings stand, is owned by a corporation which may any day demand that the fair be held elsewhere. Where then, would we go? To come right down to brass tacks, the buildings are getting old and rickety; they are inadequate for the uses for which they originally were constructed; there is not room enough for the growing needs of the fair; there is no parking ground inside of the grounds, and that of itself, has become a serious question to those who attend. The reasons for improving

the new grounds are numerous. There is but one reason for not improving, and that is the cost. The main question to consider, then, is this: Shall we let the fair die out, or shall we go ahead and improve it and make it better than ever before by a small annual tax? That, finally, is the whole question. If Tillamook had failed to build, or to help build a good road to the Willamette valley, it would now be as isolated as it was when it took the greater part of two or three days to get out to Portland. The fair is closely allied to good roads. It is the exhibited expression of all the county has and is. The roads made Tillamook county. Our fair is the movie screen that shows the progress we have made. We cannot return to "moss-back" methods. The state at large has outgrown them. We are living in a new age. We must either progress or recede. Stop and think, brother, which it shall be.

The Headlight believes that it is the mission of a local newspaper to be concerned with all matters that may help the county along all lines where real benefit to the county is indicated. It notes with satisfaction that several matters to which it has publicly called attention, have been responded to in a way that convinces it that the public appreciates interest in such matters. But the Headlight does not care to take the lion's share of credit, and most of the things it has advocated have been suggested by wide-awake and far seeing citizens of this city and county. To those men really belongs the credit for initiation of ideas, which the Headlight has made public, and advocated. Tillamook has several men of real vision, who are broad enough to look ahead, and who can and do subordinate their own private interests to work for the best interests of the county at large. It is meet and proper here to state that what is known as the "Tillamook spirit," has been responsible for many of the recent improvements, and it also is a noteworthy fact that our business men and civic societies are all working hard for the upbuilding of this city and surrounding country. Unity of purpose is what makes im-

provement possible. There are some good things in store for Tillamook, when they are worked out. It is a pleasure for the Headlight to cooperate so far as possible such a manifest interest in public improvement. It is also thankful, in a modest way for the numerous expressions of approval of its course. But it also realizes that without a splendid public sentiment in favor of improvement, such as Tillamook is now evincing, that all a newspaper might say, would be fruitless. The Headlight believes that it can aid this public spirit, and will continue to serve as a champion of real and progressive improvement.

The pestiferous, sticky, contemptible house-fly still lingers with us. It crawls over the bread; gets into the cream pitcher; bites you on the back of the hand, when both hands are employed in work; dances on bald heads; gets in one's soup; parades over the pie, and makes itself generally odious. Evidently the fly was created for some purposes, but the average person is densely ignorant of what that purpose was. The fly has been the cause of much profanity. It will continue to be one of the most hated insects in the world, so long as it continues to "pestifcate" humanity.

From Exchanges

J. L. Ketch and son, of Tillamook, were in Sheridan Saturday on a business trip.—Sheridan news in McMinnville News-Reporter.

Mr. and Mrs. M. Henderson were here from Amity last week and said they were contemplating moving to Tillamook to reside. Mr. Henderson has been a resident of Amity for many years. He is a brother of E. U. Henderson of Sheridan.—Sheridan Sun.

The new model Nu Bone corset called the corsetless corset is just what you have been looking for. To wear this wonderful Nu West model is to be perfectly corseted but at the same time to feel corset-less. Sold by Eva Jeffers Millinery store on 1st street.—Adv.



NEWSPAPER ASSOCIATION MEMBER, NO. 5200

It is strange but true that the man who will finance his business sensibly and carefully, who will buy and sell a house with acumen and wisdom, who will choose his bank with meticulous care and guard his personal financial affairs with the utmost skill, frequently throws caution to the winds when considering the raising and spending of money for roads.

It is so pitifully easy to arrange to have someone else pay for a road! A bond issue to run fifty years puts the burden of paying on the men and women who come after us, while we use the road! This is bad enough, as a matter of unsound economics, but it is worse when the money so raised is so unwisely expended as to produce a road which wears out long before the bonds become due. In such cases, and there are many of them!... the body politic finds itself in the position of paying for roads which no longer exist, and faced with the additional necessity of rebuilding the road and maintaining it, as well as paying the interest and finally the principal on the bonds which built roads which wore out.

There are cases where long term bonds are justified and necessary. But there are no cases where the expenditure of such funds is justified for anything less than a permanent road, so located, so built, so planned as to length, gradient, width, and location as to make it of service to the people to come as well those who now use it.

It has been said that there is nothing permanent about any road except its location, but this only true when maintenance is an afterthought. It is as unsound to build a road and let it ravel to pieces as it is to build a house and let it go unpainted and uninsured. Paint the house, insure it,

repair it, and it may stand for a hundred years or more. Maintain the road as it is used, and it should last indefinitely. Only such roads should be built with bond issue money, and only such roads should be built with money derived from town or county or state bonds, as will serve town, county, and state for all time to come.

To do otherwise is to betray the trust of the helpless unborn.

The late Warren G. Harding, President of the United States, thought as clearly and as logically upon the great question of road construction and improvement as he did upon other public questions of far-reaching importance. Now that death has added emphasis to the words of wisdom he uttered, it is well to recall his pronouncement in regard to roads. In his first message to Congress, Mr. Harding said:

"Transportation over the highways is little less important (referring to the railways), but the problems relate to construction and development, and deserve your most earnest attention, because we are laying a foundation for a long time to come, and the creation is very difficult to visualize in its great possibilities.

"The highways are not only feeders to the railroads and afford relief from their local burdens, they are actually lines of motor traffic in interstate commerce. They are the smaller arteries of the larger portion of our commerce, and the motor car has become an indispensable instrument in our political, social, and industrial life.

"There is begun a new era in highway construction the outlay for which runs into hundreds of millions of dollars. Bond issues by road districts, counties, and states mount to enormous figures, and the country is facing such an outlay that it is vital that every effort shall be directed against wasted effort and unjustifiable expenditure.

wholly becoming influence in shaping policy. "With the principle of Federal participation acceptably established, probably never to be abandoned, it is important to exert Federal influence in developing comprehensive plans looking to the promotion of commerce and apply our expenditure in the surest way to guarantee a public return for money expended."

PROCLAMATION

To the people of Tillamook, Greeting:

On November 11th, 1918, the powers of the world, signed the document that ultimately ended the world war, and we, as American citizens, have each year observed this day celebrating in a fitting manner the signing of the Armistice but, we should at the same time remember the boys that paid with their life, their duty to this our beloved country, and should with words and thoughts revere their memory.

Therefore, I, J. Merrel Smith, Mayor of Tillamook, Oregon, do proclaim Sunday November 11th, 1923, as a day to be fittingly observed, and would ask all the citizens to join with the American Legion and Co. K. Oregon National Guard, and thereby in part fulfill the Duty we owe our Fellow man.

The auditorium of the city hall will be at the command of the committees in charge of the services.

Respectfully submitted, J. MERREL SMITH Mayor, of Tillamook, Oregon.

SMALL CAR IS POPULAR

Looming large as one of the important factors contributing to the improvement of traffic conditions, not only in metropolitan centers but on main traveled highways where congestion develops particularly on Sundays and holidays, is the increasing tendency toward the use of the small, light car.

Personal convenience, the element which enters strongly into the lives of all of us appears as the principal incentive back of the growing swing of sentiment toward the more compact motor car unit.

The public, quick to respond to things which insure further comfort and safety in motoring, has been observant of the advantages the small car has in the traffic line, its ability to stop quick, the ease with which it gets in and out of parking spaces and its general flexibility.

The response is apparent in the constantly growing demand for the small car, a demand which has been unusually heavy since the first of the present year and which is further expressing itself as the enclosed car buying season approaches.

Men whose business keeps them on the move about town all day were not long in discovering the exceptional facilities afforded by the small car and they were quick to adapt it as their standard motor car equipment.

Owners of large cars, finding their movements more and more restricted as traffic congestion increases, are rapidly reaching the conclusion that as an auxiliary motor transportation unit the small car is an essential business convenience.

Another interesting feature is the partiality which women drivers are showing for the smaller car. They find it more convenient and less fatiguing to operate, affording them a quick and convenient means of transportation for the shopping tours, for little trips to market, for afternoon calls and for meeting other family requirements.

And new buyers, profiting by the experience of others, in investigating the merits of the small car, find it meets all modern motoring demands with the additional advantage of easier handling in the traffic line, thereby effecting a greater element of safety.

Short wheelbase small turning radius, ease of steering, the impossibility of failure to accomplish gear shift and do it noiselessly, positive brakes and a motor noted for its dependability are features of the Ford which have contributed largely in making it the most popular of all small cars.

And a much higher degree of owner satisfaction has been effected in these cars by recent improvements in both open and enclosed types, resulting in better style and greater riding comfort.

SKAGGS -- SAVINGS OUR REGULAR PRICES

- 49 lb. bag Del Monte Flour \$1.89 Sugar cured Bacon Backs, per lb. 19c Mild Cured Bacon Squares, lb. 15c Lean Breakfast Bacon lb. 28c Armour Star Hams (whole) lb. 28c Tillamook Cheese lb. 35c Best Creamery Butter, lb. 50c 10 lb. bag Cane Sugar 98c 100 lb. bag Cane Sugar 9.09 Med. Weight Broom, each 69c Best 5 tie Broom, each 89c 2lbs. Gemnut (butter substitute) 48c 4 lb pail Armour Lard 69c 4lb. pail Jewel Shortening 78c 8 lb. pail Jewel Shortening \$1.49 Gallon Wesson Oil \$1.95 1-2 gal. Wesson Oil 99c 3 lbs. Bulk Cocoa 19c Ceylon Coconut, per lb. 25c 4 lbs. Bulk Seedless Raisins 49c 5 lb. can Calumet Bkg. Powder \$1.13 1 lb. can Calumet Bkg. Powder 29c 25 bars Crystal White Soaps 25c 3 pkgs. A & H Soda 25c 2 Yeast Foam 15c Climax, Star or Horseshoe Tobacco 78c, 2 plugs \$1.50 10 Tall cans Federal Milk 99c 4 cans Del Monte sugar peas 69c 5 No. 2 1-2 cans fcy. Utah tomat. 73c 8 No. 2 1-2 cans Std. Tomatoes 98c 8 No. 2 cans Utah Peas 98c 8 No. 2 cans Burpee Str. Beans 98c 5 cans Campbells Soups 49c 5 cans Libby's Pork & Beans 49c 4 No. 2 1-2 cans Peached Std. 69c 4 No. 2 1-2 cans Apricots Std 69c 4 No. 2 1-2 cans Prunes (in syrup) 49c No. 2 1-2 Oregon Apple Butter 15c 9 lb. bag Rolled Oats 45c 9 lb. bag Corn Meal 35c No. 5 box Soda Crackers 45c Carnation Oats Large Pkg. (containing dishes,) Pkg. 35c Cream of Wheat per pkg. 19c 6 lbs. Head Rice 45c 5 lbs. Fcy. Navy Beans (small) 45c 3 pkgs. Kelloggs Corn Flakes 25c 7 bars Ivory Soap 49c 3 cans Old Dutch Cleanser 25c No. 1 Fcy. Calif. Walnuts lb. 29c Fresh Ranch Eggs, per Doz. 50c 4 lbs. Snowdrift 89c

Skaggs United Stores TILLAMOOK, ORE. OPPOSITE TILLAMOOK HOTEL WE PAY CASH FOR PRODUCE

SECTION OF LAND 640 ACRES AT \$20 PER ACRE

Lies within 7 miles of Aberdeen. All the ground is level tide and bottom lands, except one corner which is high land and sufficient for all farm buildings. Just where the Chehalis river and Tide Lands of Grays Harbor meet. Covered mostly with brush and small trees. Some tidal marsh with grass only.

Oregon-Washington and Milwaukee railroads cross one corner of the land. Good graveled county road also.

School building adjoins the tract.

Must be sold to close Trusteeship

Full particulars as to price, terms and other information as to the healthy, growing cities of Aberdeen, Hoquiam and Cosmopolis, to which this land is tributary, sent on request.

Most suitable for dairying. We are now shipping in milk from a distance of nearly 100 miles.

References: Any bank in Aberdeen. Write today.

LOCKE & FISHER

108 WEST HERON STREET

ABERDEEN, WASHINGTON