

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.

FRIDAY, NOVEMBER 23, 1923

In many parts of the state where there is much standing timber being cut by the timber owners, it has been deemed wise on the part of the people of the various road districts in which such timber stands, to take advantage of the law which gives road districts the power to levy special tax levies for road improvement. In counties like Tillamook, where there is an average of 100 million and a third feet of timber

being cut each day, considerable valuation is being lost to the road funds by the failure of the various road districts to vote special taxes for road improvement. In a single year, multiplying the above production by 313, the working days in a year, the road districts of the county are losing valuation asset on a total of 400,000,000 feet that goes out of the county, figuring the assessment at \$1 per 1,000 feet.

This county is already bonded for its present main highway system in the sum of \$430,000, and it is up to the communities whose poorly improved roads extend from the main improved highway in the county to avail themselves of all the assistance they may be able to get from the timber which is now being manufactured. The day will arrive, when this timber asset will no longer be available as a valuation basis upon which to make tax levies for any purpose, and many of the communities realize that the timber should help to pay for the roads within its borders.

Taking the selfish view, it is all right for the fellow who lives along a paved highway to oppose the levying of a special tax in his district for a road that leads back to the fellow two or three miles out in the mud; but he should remember that the last named farmer was taxed to pay his proportionate share of the cost of the main highway that goes past the doorway of the more fortunate neighbor. In one case recently, the members of a certain road district in this county voted heavily against a special tax in a district that wanted to improve a lateral road leading from the main highway, on which the objectors lived. The fellows on the highway won out, leaving the back road members of the district to work out their own problem of reaching the highway with their milk and other produce, except over mud roads and chuck holes in the winter time, and a none too good road in the summer time. The fellow who lives back off the main highway who was taxed to help build the highway, naturally feels that his was a case of "taxation without representation," or, least without local benefit.

If the above computation of timber

yearly lost to the road fund, which has been figured at something like \$12,000 a year, is correct, it will account for the action of the several road districts in this county in voting a good sized millage this fall for the future road improvement leading to the main road artery, and the markets.

Clackamas county recently voted special road tax in 52 road districts out of a total 56 in the county, showing that other counties have been wise enough to provide the butter for their bread in the matter of road improvement, and most of these districts represent communities that have roads leading to the main highway of the county.

According to the weather bureau sharp at Portland, Oregon is way behind in precipitation to the extent of several inches. The continued fine weather this fall leads us to believe that later on, when the now shy precipitation begins to fall, that there will be some rainfall doing. Should the wet end of the weather come all at once, later on, we may see some floods in this section on the coast. But, why borrow trouble. At this writing the weather is behaving—if the expression may be allowed—"like a real gentleman."

After all, with the state income tax carried by a small majority, Governor Pierce is to be recalled, provided his opponents get the necessary votes on a petition now being circulated for that purpose. Evidently, his enemies want to send the Governor back to the bunchgrass section, where the "bald face steers" romp and cavort over unlimited pastures, and where the inquisitive coyote raises its long, pickered snout toward the zenith and laments the scarcity of hen roosts.

The auto traffic in this city is getting to be quite a problem. One doesn't have to go to Portland to learn to dodge whizzing machines on the streets. We have them right here. Some of them toot a warning to pedestrians, while others slide up to one without a note of warning, and

it behooves the footman to "look four ways at once," in some situations. In time, this habit of dodging autos, will either make of us a race of neorotics, or, we shall become like the birds, that keep twisting and turning their necks to escape the common enemy, man and his dogs and cats.



NEWSPAPER ASSOCIATION MEMBER, NO. 5290

We quote from the official organ of the Dairymen's League: "A farmer of the famous Aroostock potato-growing section of Maine, has 160 acres devoted to potatoes, seven and one-half miles from market, producing 24,000 barrels of potatoes a year, and found it impossible to deliver the potatoes in season.

"On account of the road grade between farm and railroad, one team of horses could only haul 20 barrels of potatoes at a trip. It would have taken 1,200 working days with one team—just a little more than three years—to haul the potato crop to market. It would take twenty teams and twenty drivers to do the work in season, which would cost more than \$6,000.

"A motor truck was put to work, and based on the old price of 25 cents a barrel for hauling the potatoes by horses, his truck paid for itself the first season, hauling 24,000 barrels." This is not an advertisement of the motor truck. Any motor truck would do it, provided it had the road and no motor truck could do it unless it had a good road over which to travel.

This is not an advertisement of potato farming. The same economy may be had with any produce, whether lettuce or grain, hay or onions, alfalfa or corn, if there is a good road over which to haul it. No crop, no matter how profitable to raise, is as profitable to sell, if it has to be marketed over a poor road.

This is an advertisement of the need of good roads!

For if there has been no heavy road grade, which cut down horse hauling to the point where the price was prohibitive, the motor truck, which could make it, could have made it at twice the speed or with double the load and half the cost.

Mud stalls the horse. Grade cuts down his load. Mud stalls the truck. Grade cuts down its speed. "Load" and "speed," as used here, are both synonymous for "profit." Good roads proper grades, quick, sure, heavy hauling at low cost—that's the answer to the farmers' need of some way to make his business pay better.

When the farmers of the United States untidely say that they must have good roads everywhere, they will get them!

EDUCATIONAL WEEK SET BY PRESIDENT

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

From its earliest beginnings, America has been devoted to the cause of education. This country was founded on the ideal of ministering to the individual. It was realized that this must be done by the institutions of religion and government. In order that there might be a properly educated clergy and well-trained civil magistrates, one of the most thoughtful of the early settlers was to provide for a college of liberal culture, while for the general diffusion of knowledge, primary schools were established. This course was taken as the necessary requirement of enlightened society.

Such a policy, once adopted, has continued to grow in extent. With the adoption of the Federal Constitution and the establishment of free governments in the States of the Union, there was additional reason for broadening the opportunity for education. Our country adopted the principle of self-government by a free people. Those who were worthy of being free were worthy of being

educated. Those who had the duty and responsibility of government, must necessarily have the education with which to discharge the obligations of citizenship. The sovereign had to be educated. The sovereign had become the people, schools and universities were provided by the various governments and founded and fostered by private charity until their buildings dotted all the land.

The willingness of the people to bear the burdens of maintaining these institutions, and the patriotic devotion of an army of teachers, who, in many cases, might have earned larger incomes in other pursuits, have made it possible to accomplish results with which we may well be gratified. But the task is not finished, it has only begun.

We have observed the evidences of a broadening vision of the whole educational system. This has included a recognition that education must not end with the period of school attendance, but must be given every encouragement thereafter. To this end the "night schools" of the cities, the moonlight schools of the southern Appalachian countries, the extension work of the colleges and universities, the provision for teaching technical, agricultural and mechanical arts, have marked out the path to a broader and more widely diffused National culture. To insure the permanence and continuing improvement of such an educational policy, there must be the fullest public realization of its absolute necessity. Every American citizen is entitled to a liberal education. Without this, there is no guarantee for the permanence of free institutions; no hope of perpetuating self-government. Despotism finds its chief support in ignorance. Knowledge and freedom go hand in hand.

In order that the people of the nation may think on these things, it is desirable that there should be an annual observance of Educational Week.

Now, therefore, I, Calvin Coolidge, President of the United States, do hereby proclaim the week beginning on the eighteenth of November, next, as National Education Week, and urge its observance throughout the country. I recommend that the State and local authorities cooperate with the

civic and religious bodies to secure its most general and helpful observance, for the purpose of more liberally supporting and more effectively improving the education facilities of our country.

In Witness Whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done, in the City of Washington this twenty-sixth day of September, in the year of our Lord, One Thousand Nine Hundred and Twenty-three, and of the Independence of the United States, the One Hundred and Forty-eighth.

SAMUEL VIERECK

Samuel Viereck died last Thursday night at his home in this city of cerebral hemorrhage, aged 61 years. Deceased is survived by a widow and three sons, namely: Henry C. Viereck, Carmel, Cal., Albert Viereck of Pittsburg, Pa., and Frank Viereck of this city.

Deceased was born in Pittsburg, Pa., June 20, 1861, and came to Tillamook about 15 years ago, where he engaged in the bakery business. He was a member of the local blue lodge of Masons, the Shrine, Scottish Rite Masons, and Knights Templar, and also was an Odd Fellow.

The Tillamook Chapter of Masons, of which deceased was a member, held services at the lodge rooms last Saturday at 2 o'clock, p. m. On Sunday last the remains were conveyed to Portland, where it is understood that services were held on Monday by leading Masonic bodies of that city to which he belonged. Interment was had in Riverview cemetery.

Besides the immediate family, deceased is survived by three brothers, to wit: Fred and Henry Viereck of Portland, and Ben Viereck of San Francisco.

Aggregate value of new building permits in 134 American cities in October totaled \$187,822,241 against \$157,526,857 in September and \$142,669,633 in October 1922.

Mrs. J. L. Gay of Cloverdale was shopping in Tillamook during the early part of the present week.

FROCKS FOR ALL OCCASIONS

The Holidays and the Busy Winter Months Are Crowded With Varied and Important Occasions. In This Showing You Will Find

DRESSES



for every purpose from the every day business-like wool jersey to the lovely silken party frocks for holiday festivities. New Style notes are noticeable in every garment, while the quality of material and the fine workmanship are worthy of attention. Wool Jersey, Charmeen, Poriet Twill, Tricotine, Wool Crepes, Serge, Taffeta, Velvet and Silk Crepe.

Thanksgiving Specials that you may be thankful for, are as follows: Dresses at \$15, \$22.50, \$25, \$27.50, \$32.50, \$35. Let us show you our quality Ready-to-wear.

BEAUTIFUL WINTER COATS

The quick invigorating tingle which winter's frosty breath sends through every vein, is a good signal for the completion of smart winter outfits, there will be an added zest to the task when the array of smart winter modes in our present displays appears before you. For every coat has the distinction and individuality of style which is the keynote of the season's modes. While at the same time the necessity for practical all-weather service has been recognized. You will note with approval the high quality of these winter coats. Some more Thanksgiving news—you can buy these quality coats during our Thanksgiving specials as follows: \$22.50, \$25, \$29.95, \$32.50, \$35 and not to exceed \$60. They are silk Bolivia, Plush, Plaided Woolens and Imported English Mooredale Woolens. High quality, soft silk linings, glossy fur trimmings, Wrap Around, Plain and Belted modes

PENNINGTON'S "The Quality Store" TILLAMOOK,

FOR THE THANKSGIVING TABLE

Imported Irish Table Linen, new floral designs, also plain with satin stripe border. Our better quality at per yard \$3.75 and \$4.50. All linen table cloths, size 72x90 at \$16; 72x72 at \$12.50; 70x70 at \$8.25. These are some Imported Irish Linen. Best you can buy at moderate prices. We have napkins to match. The floral designs are new. Napkins at 22x22, priced at \$12 and \$14.50 per dozen.

A NEW HAT FOR THANKSGIVING

They are dandies too, Smart in style, excellent in quality, a variety of styles and each one priced so you can afford to wear the one you like best. John B. Stetson Hats for men who wish style distinction and quality combined. Styles for young men are just in. Priced at \$7.50



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