The Tillamook Herald

C. E. Trombley, Editor

Issued Twice a Week • • • Tuesday and Friday

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First Insertion, per line -	$ .10
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ALL Display Ads must be in this office on Monday and Thursday Mornings to insure publication in following Tuesday and Friday issues. Reasons are imperative.

STATEMENT OF OWNERSHIP

C. E. Trombley, Editor, Publisher and manager. First National Bank of Tillamook, mortgage holders.

TUESDAY JULY 21, 1914.

Bayocean should have a wagon road. That resort has now passed the stage of doubt in its development and because of the large amount of tax which it has paid and is paying annually it is entitled to a good road. A start has been made, but it is hoped that the next year or two at most will see the road completed.

Bro. Baker seems to have a great aversion for "pig tail eggs," but he is in hearty sympathy with a "pig tail" candidate for governor. While the old stand pat gang has always been unwilling to let the laboring man buy in the markets of the world, it has encouraged as much as possible the importation of cheap foreign labor, and the late utterances of Dr. Withycombe on the Chinese labor question simply proves that the old crowd that ruled this country for so long, gives up its old ideas slowly, and dies hard.

The next issue of the Herald will contain the proposed charter amendments which the voters will be called upon to vote upon the latter part of August. They were published three weeks ago. However they will be published again in our next issue and an extended comment will also be made in regard thereto giving the voters every opportunity to understand them. The proposed amendments contain and provide for the recommendations contained in Mayor Beals' address to the council and citizens when he took his oath of office, and it is quite important that these measures should go through.

As our county developes and is more closely studied new avenues of wealth present themselves. The latest development of considerable importance is the finding of a large deposit of limestone, a mineral so much needed here to sweeten up our soils. Cheap lime-spar will mean added wealth to our farmers to the extent of many thousands. Our hills have in store no doubt many riches that we know not of, but which will come to light in the future. Timber, dairying, fishing, clay deposts, the raising of small fruits and vegetables and our resorts are already being developed successfully, and now a new source of wealth has been discovered in a rich deposit of limestone. Can you beat it?

Butter dropped 2½c per pound the first of last week. This occasioned extended editorial comment from such papers as the Oregonian, Headlight and others of stand pat tendencies. They explained how it happened in detail, summing up their articles by placing the blame entirely on the shoulders of the administration, having in view, of course, the idea of creating a sentiment against Senator Chamberlain and the Democratic Congressional aspirants. However, the ink on their papers had no sooner dried than butter popped upward 2½c back to its previous price, but there has been deep silence in the realm of standpatism. It is indeed disgusting to note the extremes the old gang will go to to discredit the administration. It is indeed amusing when we contemplate the fact that Taft's Canadian Reciprocity measure which was turned down by Canada, made provision whereby Canadian butter and cheese could come into this country absolutely free of any duty. But then that was all right. A Republican president was sponser for that measure, and there were no postoffices at stake, so of course the Republican press had nothing to say about it:

The last issue of the Headlight contained another batch of rot about the threatened demoralization of our cheese market. Mr. Baker and Mr. Lea seem to be still working in harmony. The Union Meet Co. which is making such a howl and is apparently endeavoring to create a sentiment among the consumers against our cheese industry, belongs to the same crowd that is putting up a cry asainst trust legislation. However, the situation is changed in our case and they claim we have a trust here and that it should be put out of business. The trouble with the Union Meat Co. is, because of the fact that our farmers have enough control over the situation to secure for themselves what belongs to them. There are two kinds of combinations namely, those that enable men to get what belongs to them and those that enable men to get what does not belong to them. Mr. Lea and the Union Meat Company belongs to the latter class. If by the aid of a calamity howling press among the consumers and one right here in our own midst our cheese industry can be embarrassed, the Union Meat Co., will have gained its point. There seems to be a plan on foot to discredit our cheese making organization and the columns of different publications in the state are being used for that purpose.

WHO HURT BUSINESS?

From Journal:

At last there is official confirmation by a great nonpartisan body of railroad corruption.

Yesterday's report of the Interstate Commerce Commission of crookedness in the New Haven is one of the most extraordinary indictments ever brought forward in this country. Remembering that the management of the road was by the Morgan and Rockefeller group of banks in New York City, the commission's finding is a dramatic and significant event.

The Commission finds that there was a working alliance with political corruption in New York City which cost the New Haven stockholders $1,200,000 paid to politicians for securing Westchester charter changes. The New Haven was made to pay $11,000,000 for the Westchester when it was not worth over $5,000,000.

John Billard was allowed to buy from and then sell back to the New Haven, Boston & Maine, stock at a profit to himself of $2,700,000, and was then awarded with a directorship in the road. The New Haven was made to pay $20,000,000 for Rhode Island trolleys admittedly worth no more than $8,000,000.

Dozens of trolley properties in Connecticut and Massachusetts were bought for the New Haven at almost any price the owners saw fit to ask. One thousand newspapers in New England were subsidized, and hundreds of thousands of dollars spent on civic bodies, lobbyists, [illegible] and even college professors to influence public sentiment in favor of the New Haven monopolization of the transportation affairs of New England.

Large sums were paid in five states to lawyers who never participated in any litigation for the company. The losses to the New Haven stockholders through corruption and maladministration are placed by the commission at $60,000,000 to $90,000,000. Dummy corporations were frequently employed to carry out the malodorous scheme of corruption.

What makes this recital of dishonest manipulation and waste extraordinary is the paramount fact of who did it. The road was managed, not by its president, not by its board of directors, not by its stockholders, but by certain great Wall Street financiers who were supposed to embody the highest business integrity of the country.

They were Mr. Morgan, Mr. Rockefeller and their associates who admittedly represented the best there is in Wall Street. Their opinions were law in the financial world. Their judgments were regarded as infallible. Wall Street almost deified them.

Yet look at their work! In their effort to control the transportation of New England, they guided a great railroad system, one of the best in the world, to plunder and disaster. In their desire to exploit people of half a dozen great states, for their own gain, they squandered $66,000,000 to $90,000,000 of the money of New Haven stockholders, many of whom were reduced to bankruptcy.

What is more, these great heads of New York banking houses, by interlocking directorates, cantrol many of the great industrial and commercial enterprises of America. They and their immediate associates exercised sway over the great world of industry, finance, insurance, commerce, banking and transportation. In all these great fields, is it not almost certainly probable that they employed the same corruption, walked in the same devious trails, operated in the same vicious methods, dealt with the same stealthy politicians, indulged in the same corruption of government that they have been found guilty of by the Interstate Commerce Commission in the New Haven management?

In the light of these criminal transactions by the greatest banking heads in this nation, who would turn Woodrow Wilson back in his efforts to make these things impossible? Who but special interests would repeal his tariff bill and restore to these groups of great financiers the power to tax the shelter, food and clothing of all the people?

Who would repeal the new currency bill which took from these New Haven wreckers their personal dominion over the credit and money of the country and give that control into the hands of the American people? Who can offer a single sound reason why the president's bill for a trade commission to supervise the trusts should be rejected? Who can put forward one legitimate argument against the president's bill to send to jail a trust brigader for such exploitation as befell the New Haven?

Who that reads the Interstate Commerce Commission's arraignment of the New Haven management, can offer one single objection to the president's bill for regulating railroad issues of stock securities and for requiring the proceeds of such securities to be applied to the road instead of to the benefit of dishonest directors and managers?

They say President Wilson's policy has "hurt business." Is it President Wilson's policy or the Morgan-Rockefeller method of running railroads and other great industries that has "hurt business"?

TEMPERANCE NOTES.

Every worker is proud of what he turns out. He puts his vision of the beautiful on canvas and is proud of the child of his hand and brain. The railroad builder who pushes the shining rails through ravines, over mountains, pitting his engineering skill against nature, enduring and striving always, smiles when his goal is reached. The saloon also does many a finished piece of work, but it takes no delight in it. For what is the product? The frowsy, blear-eyed, sodden derelict, destitute of self-respect, whose horizon is bounded by the khiskey bottle, is the thing that is ground out by the saloon. It takes a clear-eyed, ambitious man and transforms him first into a "good fellow" who always wants to borrow money, and is good to himself only, and then prepares him for membership in the club which calls for inefficiency, instability and dearth of every manly quality. It requires time to produce the finished article. But when the saloon gets its tentacles into the vitals, success is assured. Little by little it sears the brain, drains the heart of love, makes its victim see all things through the mist of rum, and blasts him finally as a miserable degenerate, but who cumbers the earth. He is not a very nice looking person, but he is the saloon's work.—The Catholic Record.

If saloons help business and build up towns, cities and counties, why restrict their number by license laws or otherwise? Why not extend all possible encouragement to them to "Multiply and replenish the earth?" Why don't boards of trade and commercial clubs advertise for them and lend all possible aid? Why not remove the license burden, and help provide locations and buildings for them.—White Ribbon Review.

The emotions of the women voters as a factor in the coming campaigns is troubling the liquor interests not a little. Bonfort's Wine and Spirit Circular in sizing up the situation on the Pacific coast says "There is apprehension very naturally in regard to the outcome of the elections this fall in California, Oregon, Washington, Colorado and Virginia. Women possess the ballot in four of these states, and what the outcome will be depends very greatly on the amount of hysteria that is developed. Women are controlled far more by emotion as a class than they are by reason or by any array of facts that may be presented, and if the spellbinders who are employed to recite carefully prepared speeches indicating the liquor traffic for all the evils that society is heir to can sufficiently inspire their audiences, then it is not improbable that a very large percentage of the women in the four western states named will cast their votes for that side which they are told represents the home against the saloon."

We imagine that the emotionalism that will undoubtedly help to bring into the prohibition ranks the suffrage states mentioned will be the kind that is founded on an "array of facts" and the highest type of reasoning, in other words, the very same kind that was responsible for the victory by 92,000 majority in West Virginia, and which brought the other eight prohibition states into line. It is indeed a kind of emotionalism that seems to be immensely popular with clear-headed men of affairs and statesmen like our Secretary of the Navy and which has led the heads of great industrial enterprises to prohibit the use of liquor among their employes.—Union Signal.

PORTLAND LETTER

By a vote of 1652 to 428 the people of Hood River County last week authorized a bond issue of $[illegible] for the completion of the Columbia River Highwaye through their section of the state. Every precinct in the county except one, gave a big majority for the bonds.

In addition of this action of Hood River, Columbia County has issued bonds to the extent of $360,000 for good roads, $260,00 of which will be applied to the Columbia River Highway; Clatsop County will spend $315,000 on her section of the same road; Multnomah County is spending $400,000 in cutting the road from Portland to the eastern line of the county, and it will spend about $200,000 more before the work is finished; Wasco County has but about two miles of the highway and is working on that little link now. The highway to the east of Portland will unite the Columbia River district with Central Oregon, while on the west, it will be a beautiful road down the Columbia and as far down the coast as the Tillamook county line.

It is proposed by the Salem Commercial Club that the commercial bodies of the state charter a steamer next summer to transport the various booster organizations to the Panama-Pacific Expocition, the vessel to be used as a hotel, or club room, during the stay in San Francisco, and to be so decorated with banners and electric signs as to be floating advertisement of Oregon.

The recent desision of the Supreme Court confirming the validity of the $1,250,000 of bonds issued by Multnomah County, clears the way for the disposal of the bonds and the commencement of actual construction of the great Interstate bridge across the Columbia. The bonds will be advertised for sale at once and no difficulty in finding a market for them is anticipated.

It is announced by Manager C. W. Plummer, of the Northwest International Livestock Exposition that Montana is preparing to send a team of agricultural college students to the show, to be held in Portland December 7-12, to take part in the stock judging contest, and it is also expected that state will send a number of carloads of fancy livestock to the show.

PLEASANT VALLEY.

Mr. and Mrs Darneil of The Dalles are visiting their daughter Mrs. Alfred Reynolds of this place.

The farmers are very busy taking care of their hay crop.

Mr. and Mrs. John Friday and children, of Banks, are spending a few days visiting at the B. W. Turner parental home.

Fred Blum and family spent Tuesday and Wednesday of last week at Rockaway beach.

Mrs. Roy Woods of Beaver visited her parents Mr and Mrs. Goldsworthy last week.

H. H. Benton and family of Roseburg is visiting at the home of the formers sister Mrs. Desmond.

Irving Phillips and family have moved to the Yellow Fir Mill, where he will work this summer.

Granite Hill mine in Josephine county is to be operated.

Grants Pass box factory is to resume after lying idle four years.

SUMMONS

In the Circuit Court of the State of Oregon for Tillamook County.

Gas Power and Supply Co., a corporation, plaintiff,

vs.

C. H. Allger and H. H. Allger, defendants.

To H. H. Allger, one of the above named defendants:

In the name of the State of Oregon You are hereby required to appear and answer the complaint filed against you in the above entitled cause in court on or before the expiration of six weeks from the date of the first publication of this Summons, and if you fail to so appear and answer the plaintiff will take judgment against you for the sum of $336.00, with interest at the rate of six per cent per annum from May 1st, 1914, for the further sum of $193.55, with interest at the rate of eight per cent from January 20th, 1914; for the further sum of $50.00 as attorney's fees, and for the costs and disbursements of this action.

This Summons is published by virtue of an order made by the Honorable Webster Holmes, Judge of the Circuit Court of the State of Oregon, for Tillamook County, dated the 9th day of June, 1914, and the date for the publishing of said Summons as by said order prescribed is once a week for a period of six weeks, and the date of the first publication hereof is June 9th, 1914.

H. T. BOTTS,
Attorney for Plaintiff.

Notice For Publication

Notice is hereby given that Lewis W. Wilks of Tillamook, Oregon, who, on June 18, 1908, made homestead entry No. 10536, now serial 01539, for S. E. ¼ S. W. ¼ sec. 20 and N. ½ N. W. ¼ and S. E. ¼ N. W. ¼ Section 29, Township 1 south Range 8 West, Willamette Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described, before the County Clerk of Tillamook County, Oregon, at Tillamook city, Oregon on the 16th day of July, 1914.

Claiment names as witnesses:

Rhoda Johnson, Lewis C. Wilks, Albert Wilks, and Sidney V. Anderson, all of Tillamook, Oregon.

H. F. HIGBY, Register.

Notice of Administratrix to Creditors

NOTICE IS HEREBY GIVEN, that the County Court of the State of Oregon, for Tillamook County has appointed the undersigned administratrix of the estate of Albert J. Gitchell, deceased, and any and all persons having claims against said estate are required to present the same, with the proper vouchers, to the undersigned at the office of T. H. Goyne, attorney at law, in Tillamook, Oregon, within six months from date of this notice.

Dated June 30th., 1914.

Florence V. Gitchell, Administratrix of the Estate of Albert J. Gitchell, Deceased.

T. H. Goyne, for Administratrix

Notice of Completed Contract

Notice is hereby given that I, Jackson, County Surveyor of Tillamook County, Oregon, have filed this office his certificate of completion of the contract of the Bay Construction Co. on the [illegible] of the Garibaldi-Wheeler [illegible] any person, firm or corporation having objections to file to the acceptation of said work, may do so within two weeks from the date of first publication.

Dated this the 25th day of [illegible]

J. C. HOLDEN,
County Clerk.

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Tillamook. Oregon

TILLAMOOK UNDERTAKING CO.
R. N. HENKLE, Mgr.
Located in Building Formerly Occupied By Carl Patzlaf.
Funeral Director and Licensed Embalmer
Lady Assistant When Requested.

E. N. CRUSON.
Painter and Paper Hanger
Contracts Taken
Estimates Furnished.
All Work Guaranteed.
Tillamook, Or.

HARNES

DONT SPOIL A GOOD H[illegible] by keeping him in shabby old [illegible] We are selling Harness made [illegible] best stock at prices that [illegible] tempt you

A WELL MADE HARNES[illegible] will not only improve the ap[illegible] of your horse, but contribute [illegible] safety as well. Many a runaw[illegible] be avoided if the old Harness [illegible] discarded in time.

W. A. WILLIA[illegible]
TILLAMOOK . . O[illegible]

Eat Viereck's Br[illegible]
TILLAMOOK BA[illegible]
AT ALL GROCE[illegible]

Sidney V. Henderson, [illegible]
Surveyor
John Leland Henderson
Secy. Treas.
Attorney-at-Law, Notary [illegible]
Tillamook Title & Abstract Co.
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Four Foot Fir Slabs
$3.00 Per Cord Deivered
$2.90 in Ten Cord Lots;
$2.80 in Twenty Cord Lots.
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BRICK, - - $10.00 PER THOUSAND
3-IN. DRAIN TILE, $16.00 PER THOUSAND
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