



PROFESSIONAL CARDS.

**DAVID WILEY, M. D.,**  
 PHYSICIAN, SURGEON  
 AND ACCOUCHEUR.  
 All calls promptly attended to  
 Office at the ALDERMAN. TILLAMOOK, ORE.

**SELPH & MAY,**  
 ATTORNEYS-AT-LAW,  
 TILLAMOOK, OREGON.

**I. T. MAULSBY,**  
 ATTORNEY-AT-LAW,  
 Notary Public and Real Estate Conveyancer.  
 TILLAMOOK, OREGON.

**CLAUDE THAYER,**  
 ATTORNEY-AT-LAW,  
 TILLAMOOK, OREGON.

**A. W. SEVERANCE,**  
 ATTORNEY-AT-LAW,  
 TILLAMOOK, OREGON.

MISCELLANEOUS.

**I. F. LARSON**  
**BLACKSMITH.**  
 Wagon making, and all kinds of Wood-work  
 and General Blacksmithing done. Mill  
 Machinery Repaired.

Wagons Made to Order.

Horse-shoeing a Specialty.

TILLAMOOK, ORE.

Prices to Suit  
 the Times:

**BOOTS and SHOES**

Made to order.

Repairing done as cheap as the cheapest.  
 Come and be convinced.

Advocate Building.

P. F. BROWNE.

**CHAS. PETERSON.**  
**BARBER SHOP.**

First Class in Every Particular.

Shaving,  
 Hair Cutting,  
 Shampooing

BATH ROOMS IN CONNECTION.

The patronage of the public is respectfully solicited.

Ripans Tabules cure biliousness.

## TOLL ROADS

### ARGUMENTS FOR AND AGAINST THEM.

Frequently the HEADLIGHT has been urged to take a stand against the toll roads that enter this county. As we do not yet feel certain as to the best course to be pursued regarding these roads, we shall give the arguments pro and con as we have heard them from different parties:

It is stated in regard to the Wilson river road that the party who built it, Mr. Runyon, received aid from the state, \$5,000, which was enough to enable him to build a great part of the road if it had been properly expended, and that he yet owes the men who worked for him a great deal of money. Mr. Runyon has claimed that the road cost him \$30,000, but that statement is regarded a great deal as his \$12,000 robbing escapade. The settlers along the route had a great deal of trouble to get what they thought were fair concessions in the way of toll, and it is maintained that the road never was completed according to the requirements, and that good and sufficient bridges were not built. Mr. Runyon has been very unfortunate in his speculations in this county, however, the general impression is that he is a bilk of the bilkiest kind, and that no mercy should be shown him regarding his interests in the road. A suit has been brought to have a receiver appointed for the road, and the claims are stacked up high against it.

The North Yamhill road was built by state aid, and practically given to somebody to keep it up. It has passed into different hands, and is now owned by Geo. Crowson, who has done more than usual to keep it in order. While it might be best to have this road thrown open for free travel, it would hardly be right to confiscate the the interest of Mr. Crowson, an innocent buyer.

The road to Sheridan seems to be a source of controversy in the south end of the county, and several lawsuits, some of them not ended yet, have been the result. The settlers on Little Nestucca claim the bridges are unsafe, and that owners have no right to collect toll. Like objections have been made

against the road from Dolph to Woods.

Several who are interested particularly claim that the roads cannot collect toll legally, and that they can beat the roads in court. If they believe they are right, they should attend to the matter, and not expect a newspaper to shoulder the whole responsibility of a fight against the roads.

Some people are of the opinion that the county cannot afford to keep the roads up, while others say that it would cost the county very little to keep them in as good condition as they are, and that the county should do it, or force the owners to expend a little more work on them.

One thing sure, the poor condition of these roads and the tolls charged prevent many people from coming to this county during the summer, and keep many people from locating here.

We invite correspondence regarding this matter, from either side of the question, though correspondents must sign their names for publication.

### ADVICE FROM POPE BOB.

"Do not keep the alabaster box of your love and tenderness sealed up until your friends are dead. Fill their lives with sweetness. Speak approving, cheering words while their ears can hear them and while their hearts can be thrilled and made happier; the kind things you mean to say when they are gone say before they go. The flowers you mean to send for their coffin, send to brighten and sweeten their homes before they leave them. If my friends have alabaster boxes laid away, full of fragrant perfumes of sympathy and affection, which they intend to break over my body, I would rather they would bring them out in my weary, and troubled hours and open them, that I may be refreshed and cheered while I need them. I would rather have a plain coffin without a flower, a funeral without a eulogy, than a life without the sweetness of love and sympathy. Let us learn to anoint our friends beforehand for their burial. Post-mortem kindness does not cheer the burdened spirit. Flowers on the coffin cast no fragrance backward over the weary way."—R. G. Ingersol.

Ripans Tabules cure constipation.

Peter Brant is advocating a scheme to start a starch factory in Tillamook. He thinks that an adequate plant can be put in for about \$1500, and that the expense of operating it will be very small. In the eastern states these factories are operated successfully, and the farmers there get from 30 to 70 cents per bushel for their potatoes. They make money selling their potatoes at that rate, and in this country the yield of potatoes is twice as large as it is in the eastern states. The potatoes raised here are very fine and rich in starchy matter, and a starch factory ought to succeed here. It is said that a man can make money raising potatoes at 25 cents per bushel if a ready market is assured for all that can be produced. The yield is so large here that it is possible to produce them at small cost. This matter should be put under headway at once so the farmers can save plenty of seed potatoes for next year. It is proposed to form a stock company on the co-operative plan, or offer inducements to some experienced starch manufacturer to locate here. It would put many an acre into cultivation that now lies idle, and would be an inducement for people to clear and improve their farms. The freight would not be so high on starch as on the bulky potatoes, and Oregon could be supplied with starch without paying freight on it from the east. Such enterprises as this should receive liberal encouragement. Just look at the immense benefit derived from the location of creameries and cheese factories in the county; a few more such institutions would greatly increase the prosperity of the county.

A railroad is just completed across the isthmus of Tehuantepec by the Mexican government, and the new route is much safer and brings San Francisco and New Orleans several thousand miles nearer than via the Panama railway. Strange to say, Huntington is trying to lease the road from the government! He doesn't want such dangerous opposition to his railroad monopoly.

Hop growing will pay immensely in this county. Why not try it? The freights are comparatively small on baled hops considering the price they bring.