

A New Stock of General Merchandise!

We make a Specialty of LOGGERS' SUPPLIES,
Who Save Money by Trading with us.

Do you want Hardware or Tinware, come
and inspect our stock.

A FULL LINE OF GROCERIES.
You cannot buy them anywhere cheaper.



ELEGANT PARLOR AND COOK STOVES.
The Best Stock in the City to select from.

THE LARGEST AND CHOICEST STOCK
OF CHINA AND CROCKERY WARE.

All our Goods are of Superior Quality, which
we will dispose of at small profit.

McINTOSH & McNAIR. Tillamook.

Tillamook Headlight
Fred C. Baker, Publisher.

Official Paper, Tillamook City and County

RATES OF SUBSCRIPTION
(STRICTLY IN ADVANCE.)
One year \$1.50
Six months75
Three months50
Office at corner of Main and 2nd streets.

HEADLIGHT PIRATE.

Doles Out Gems of Current Topics and Events.

IF THE Filipinos are fit to become full-fledged American citizens they ought to be able to govern themselves without the aid or consent of the United States or any other foreign military power.

A PRINCETON professor is going to Patagonia in search of fossils. Why go so far when every community in this country would willingly supply the professor with specimens for a fine collection?

THE agitation for a special session of the next congress immediately after March 4 next keeps on, but it seems so far to have made little headway outside of a few newspapers devoted to currency tinkering.

HENRY WATTERSON has hoisted Admiral George Dewey and General Fitzhugh Lee as his presidential ticket for 1900. Inasmuch as Watterson has always been champion of the losing candidate, it is doubtful whether either the democrats or populists will heed his advice.

THE expansion agitation in the United States seems to have had the effect of producing a spasm across the northern border, spring from the fear that Canada is in danger of being swallowed by the United States. The Canadians evidently forgot that it will require some considerable time for Uncle Sam to digest his last meal.

SEVERAL camps of confederate veterans have sensibly declared their opposition to Senator Butler's proposition to place the ex-confederates on the pension roll. They point out the fact that the senator is not an ex-confederate and is in no sense authorized to speak for the southern veterans, who are satisfied with their present status and not desirous of introducing any new element of discord into the now reunited national family.

SENATOR FRYE of Maine, member of the Peace commission, is of the opinion that there will be no difficulty in negotiating a commercial treaty with Spain after the ratification of the treaty of peace and the restoration of diplomatic relations. "I do not believe that the Spanish government," he remarked, "will be at all disposed to keep up unfriendly feelings." To think otherwise would be to give the Spaniards no credit for common sense or the ordinary impulse of self-interest. Spanish commerce was severely crippled by the war. Spain lost not only her trade with the United States, which was of considerable value, but also with her West India islands and the most important part of the Philippines. Indeed the declaration of war carried with it almost complete commercial paralysis for Spain, and that is still the condition.

Governor PINGREE of Michigan is tired of the old plan of calling together a session for the legislature numbering over 100 men for the purpose of framing laws and then having the laws nullified by a supreme court of three. He is so tired of the old custom that he proposes a new one. As soon as the legislature of his state meets, he will ask the members to pass a law making it incumbent on the supreme court to pass upon bills before they receive the governor's approval or veto. The leading lawyers of Michigan are divided in their opinions on the governor's proposition, but a majority of them agree that it would be possible of accomplishment. While it might be said that a law such as Governor Pingree suggests might be a blending of the judicial and legislative functions of government, reason suggests that the same branches are practically blended in the same manner when bills passed by the

legislature are afterward declared of no force and effect by the court.

LAST year on American railways one passenger was killed in accidents out of every 3,827,474 passengers carried. That is to say, that you can take a train 2,827,474 times before, on the law of averages, your turn comes to be killed. You will have to travel 72,093,963 miles on the cars before that turn comes, and 4,541,945 miles before you are injured. If you travel twenty miles every day for 300 days in the year, you can keep on at it for 758 years before your comes to be hurt. If there had been railways when our Savior was born and you had begun to travel on the first day of the year A. D. 1, and had traveled 100 miles in every day of every month of every year since then, you would still have (in this year 1899) nearly three million miles yet to travel before your turn came to be killed. These figures are decidedly interesting, for they tend to show to what a system of perfection railroading, and especially the transportation of passengers, has arrived. They also show incidentally that the accident insurance companies have what would be termed in the popular vernacular, "a lead-pipe cinch."

THOSE who are interested in the development of the American sugar industry are fully alive to the fact that the industry is seriously menaced by the policy of territorial expansion. At a recent joint conference in Chicago of the various interests connected with the sugar industry an earnest protest was framed against any sacrifice of the interests of farmers, labor or capital for the benefit of tropical regions either within or without the union. It is declared in this protest that the possibility of annexation, colonization or free trade between the East Indies or the West Indies and the United States is fraught with gravest danger of our domestic sugar industry, as well as to agriculture and labor generally. As to this there can be no doubt or question. The American sugar producers would safeguard them against the disastrous effects of such competition, and there would be absolutely no compensation to the country for this destruction of an American industry. The sugar planters of the Philippines and the other sugar-producing islands will contribute nothing to the welfare of the American people. They will employ no American labor and whatever capital should go out of this country for investment in those islands would probably remain there.

REFERENCE has on several occasions been made to the evident purpose of the Democratic party to dodge the issue of the free and unlimited coinage of silver at the ratio of 16 to 1 without the aid or consent of any other nation on earth. The utterances of Democratic leaders indicate this. A short time ago the leaders were berating the Wolcott commission and swearing that no compromise would be acceptable—it must be 16 to 1 or nothing. Today a majority of these same leaders never refer to silver except as "the issues of the Chicago platform," or in the language of Governor-elect Thomas, "fear that temporary prosperity has blinded the people to their interests." There is something above and behind these statements. They argue that Democracy is attempting to compromise and prove its treachery to the white metal. Sir Morton Frewen, one of the foremost 16 to 1 advocates in the world, appears to have changed his mind on the great question. In a letter to the Salt Lake Tribune Mr. Frewen repudiates his argument of two years ago. Here we have an indorsement of the Wolcott policy from one who was its greatest enemy in the past. England and the United States looked to this distinguished financial student for advice. There can be no doubt that the West will remain loyal to silver but the question arises will the Democrats, the professed friends of silver, remain true to the West?

THE New York Journal has been filled during the past week with arguments between Mr. Hearst and Mr. Bryan regarding Jefferson's ideas on expansion. Both sides have covered several pages, and after all, the American people will ask the question: "What difference does it make what Jefferson said?" The famous author of the declaration of independence

lived in one century and the people of today live in another. We do not have to go back beyond the pages of authentic history to find that at one time the greatest thinkers and students of that age believed that the world was flat. There are probably Democrats who still believe it. Then there was but one queen who believed that there was a land beyond the seas that washed the shores of Spain. Coming down to Jefferson's time we find that he used those famous words, "governments derive their just powers from the consent of the governed." But notwithstanding this very pretty theory history relates that during Mr. Jefferson's time and while he was in a position to demand that his doctrine be lived up to, the people were permitted to vote unless they owned a certain amount of property and they came in under the provisions of the Louisiana purchase. What difference does it make what Jefferson said? He was a great man in his time, but he would be a child were it possible for him to be on earth at this time. He would be as far behind the times as a child is behind the man of mature years. The world moves. Every great leader is raised up for his particular time in history. The future cannot be measured centuries in advance. Such things are impossible. We have leaders for the time in which we live. We should depend upon them to map out our course and not upon the great men of centuries of the dead past.

WHAT IT WILL COST.

THE question of the cost of constructing the Nicaragua canal is the one of paramount importance. There is a wide difference in the estimates of the engineers who have investigated the project. The first estimate, made by the chief engineer of the canal company, was \$69,894,660. There being a pretty general suspicion that this was too low, congress in 1895 ordered an investigation by a government commission of engineers. This was made and the report of the commission was that the canal would cost \$133,472,893. This report was vigorously attacked by representatives of the Maritime Canal company, but it was very generally accepted as being much nearer the probable cost than the estimate of the canal company's engineer. The controversy over this question led congress to authorize another investigation, which was made by a commission of which Admiral Walker is chairman and is thought to have been more thorough than the previous investigation. It appears, however, that the question of cost is still to be in controversy, since the estimates of the three members of the commission are at variance. Admiral Walker's estimate being \$125,000,000, that of General Haines \$140,000,000 and that of Prof. Haupt \$90,000,000—the highest of these estimates being 45 per cent above the lowest, a fact which well illustrates the difficulty, if not the impossibility, of arriving at anything like a definite determination of the cost of the project from an investigation.

The Walker commission, it appears, is agreed upon everything except the paramount question of cost and this is affected by too many considerations and contingencies to enable any body of engineers to do better than make approximate estimates. While both the government commissions agree that the construction of the Nicaragua canal is feasible, they at the same time admit the existence of physical difficulties the cost of overcoming which cannot be estimated with any degree of accuracy. The details of construction given in the preliminary report of the Walker commission give a pretty clear idea of the colossal character of the project and the vast difficulties it presents. For instance, in regard to the necessity of temporarily diverting the San Juan river from its natural course the report says that the problems it presents would tax the ingenuity and thoughtfulness of the most advanced and astute engineers. The Ochoa dam, upon which entirely rests the feasibility of constructing the canal by the proposed route, also involves tremendous problems and the commission does not offer any estimate as to the cost of this essential part of the undertaking.

It is therefore apparent that if the government assumes the construction of Nicaragua canal it will do so without any definite information as to cost and

with the probabilities strongly on the side of the highest estimate. Indeed, it may be accepted as inevitable that the canal, if built by the government, will cost more than the \$115,000,000 provided for in the bill before the senate. But the advocates of immediate action, such as Senator Morgan, says that no matter what it cost the government must at once take hold of the project and push it to completion. They may be right in assuming that this is in accord with popular feeling, but we are confident that a great many people are not in favor of the government "going it blind" in a matter involving such vast expenditure.

CULTIVATE THESE MARKETS

While seeking to obtain a larger share of the commerce of the far east American manufacturers and merchants should abate no effort to cultivate the markets south of us, in the trade of which the share of the United States is very much less than we should have. Europe to-day has the major part of the trade of the West Indies, Mexico, Central and South America. The foreign commerce of the republic of Argentina is \$350,000,000 a year. Our total trade with that country in 1897 was \$16,000,000. Our exports to Brazil for the same year amounted to only a little over \$12,000,000. The commissioner sent to South America by the Cotton States and International exposition, to investigate trade conditions, reported that of the \$911,000,000 foreign trade that South America does each year only \$130,000,000, or one seventh, is done with the United States. Of the latter our country sells South America but \$32,000,000, or one-fourth, and buys \$91,000,000, leaving a balance of \$59,000,000 against us. The trade of all the republics south of us shows still more significant figures, the share of the United States in the exports of those countries being only a little over one-fifth of the total.

The commissioner reported that the financial part of all this business is carried on through Europe. European vessels carry the goods, Europe receives the commissions and freights and sells most of the goods consumed in South America, while the United States is the largest purchaser. This condition he found to be due to five facts. We have no banks in South America, while Europe has them everywhere; we run few steamships to South America, while European steamers go to every port; we have no United States stores in South America, while there are European stores in all parts of that continent; we sell for cash, Europe gives credit; Europe makes goods and packs them to suit the South American trade and we do not. In all these respects we have permitted England, Germany and France to obtain a very decided advantage over us and it is an advantage they will spare no effort to hold.

In the opinion of those who have intelligently and thoroughly studied the matter, nothing is more essential to the increase of our trade with South America than the establishment of an international bank to facilitate exchanges, but the house of representatives has just rejected a bill providing a charter for such an institution, so that the financial part of our business with South America will continue to be transacted through London. It is no less important, but perhaps even more essential to an increase of trade, that there should be American steamship lines to the ports of South America. These, however, are not likely to be established unless encouraged by the government and there does not appear to be any probability that the required encouragement will be given. There is reason to expect legislation by the next congress looking to the building up of the merchant marine, but so strong and general is the opposition to anything in the nature of a subsidy that no very liberal encouragement is likely to be given. The outlook for the establishment of American steamship lines to southern ports is therefore not promising. As to the other conditions that interfere with trade our manufacturers can easily remedy them. They are now giving closer attention to the requirements of the southern markets and there is no reason why they cannot sell goods on as favorable terms as European manufacturers. The markets of the countries south of

us offer a field for American commercial enterprise no less inviting, if indeed not more so, than the Asiatic markets, as to the future value of which we believe the prevailing idea will be found extravagant.

WHERE TO INSURE.
THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.
AGENT FOR TILLAMOOK.
J. S. STEPHENS.

HOME MUTUAL INSURANCE COMPANY
AGENTS FOR TILLAMOOK.
BIGGS & STEPHENS.

SCHOOL DESKS AND SUPPLIES OF EVERY DESCRIPTION.
J. S. STEPHENS is agent for the Northwest School Furniture Company or Tillamook co.

UMBRELLA REPAIRING at reasonable rates. Neat work turned out and as good as new by J. W. Steinmetz, Tillamook, Or.

FIRST CLASS JOB PRINTING at the Headlight Printing Office at Portland prices. All description of job printing, which is guaranteed. Patronize home industry.

TIMBER LAND for SALE on Samonby River, in section 20, 3 N, 7 W.—Th W 1/2 E qr and E 1/2 S qr. Consideration \$900.—Enquire at the Headlight Trade Mart Office.

FOR SALE, a bargain, a celebrated White SEWING MACHINE. New and direct from the factory.—Apply for particulars at the Headlight Trade Ma Office

CHAS. COOPEY,
Civil and Military Tailor,
PORTLAND, ORE.

Rooms 1, 2, 3, 12, 13, Up Stairs,
N.E. Corner Third and Stark Streets. Entrance 88 1/2 Third Street.

SEEDS.
All KINDS FRESH AND REASONABLE.
TIMOTHY, 4 1/2 cts. pound

SEND YOUR ORDERS TO
FOARD & STOKES Co.,
ASTORIA, OREGON.

STURGEON'S
Drug Store.
NEW AND SELECT STOCK.
PATENT MEDICINES AND
DRUGGIST'S NOTONS.
A Fine Line of Jewelry.
STATIONERY, BOOKS
PRESCRIPTIONS CAREFULLY COMPOUNDED.

Subscribe for the
TILLAMOOK HEADLIGHT,
the Leading County and
City Paper.

All Home Print.
The Oldest and Best Newspaper.
Full of Interesting News.
It do not Abuse People.
Send it to your friends.
\$1.50 A YEAR.