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THE SOUTHERN PACIFIC TALKS RAILROAD.

Will Build from Sheridan to Tillamook Bay provided it will Pay a Fair Interest on the Investment.

The Evening Telegram of Friday contained this report:

C. P. Huntington, of the Southern Pacific, says that he will build a road from Sheridan to Tillamook provided a fair interest on the investment can be secured. A letter from him was read before the regular meeting of the Board of Trade yesterday. The Board had taken the matter up with R. Koehler, the local manager of the Southern Pacific, who had referred the question to Mr. Huntington.

The latter replied as follows:
"Yours of April 4 is received, and I note what you say of building a road from Sheridan to Tillamook Bay. I looked that country over some years ago, and, as I remember, it might pay us something to build a railroad to Tillamook, but we have as much work laid out as we can do this year.

"I will endeavor to have the whole matter looked over again, and should there be a prospect of getting a fair interest on the investment we will extend the road from Sheridan out."

The Evening Telegram then went on to say:
"According to Tillamook people who are in a position to know, there is no doubt such a road would pay. It would handle the traffic of a large and rich section, which at the present time has no transportation facilities further than an uncertain steamer service. Considerable of the trade of the Tillamook country now goes to San Francisco, as it is about as cheap to trade with that city as with Portland under existing traffic conditions."

Comment hardly appears necessary as Mr. Huntington's letter is explicit, but having raised the question where there is a prospect of getting a fair interest on the investment, that greatly depends upon tariff rates. Take for instance the timber in the county, would the railroad make a rate which the lumbermen could afford to manufacture and ship lumber to eastern points? If so, the Southern Pacific need have no fear that it would be a paying investment, for saw mills would boom up in a great number of places and the lumber industry would take a boom. Or, would rates be so exorbitant that a millman or capitalist would be foolish to put a lot of money in saw mills. The Headlight believes that Mr. Huntington can answer that question himself better than others can for him. Railroads can stagnate industrial enterprise with high tariff, but, on the other hand, can foster it to a great extent by charging reasonable rates. It looks absurd to us in a business way to question whether a railroad into Tillamook would get "a fair interest on the investment" when there is 60,000,000 feet of merchantable timber in the county which could be manufactured and shipped by rail. Yet that is only one of the resources of the county, to say nothing of the dairying, yet only in its infancy, which brought the dairymen \$200,000 last year. Most of the wheat raising counties of Oregon have a rush of business for a railroad after wheat harvest, and when that is disposed of there is very little, comparatively speaking, for a railroad to haul, but in Tillamook it would be different, for the manufacture of lumber, dairying, fishing, and other farm products would give a railroad a lot of business the whole year, and which would increase for a number of years. Tillamook has been bottled up for years and has not been able to develop very fast for that reason, but rather than have to pay exorbitant rates to a railroad we

would prefer seeing it bottled up, which will, no doubt, hasten the time when the government must, in justice to the county, make an appropriation sufficient to improve Tillamook bar and bay so that large vessels can cross. If we are rightly informed, parties are figuring upon building a logging road in the Nehalem country so as to get the lumber to market from that region.

The Evening Telegram, in commenting upon the hint thrown out to extend the railroad from Sheridan to Tillamook, says:

"A slight and noncommittal hint is said to have been thrown out, in answer to inquiry, by the Southern Pacific Company, that it might at some time in the not far distant future build a railroad from Sheridan, a point in the western part of Yamhill county, over to Tillamook. Mr. Huntington, it is said, has intimated that this might be done after awhile, 'if on thorough investigation it was found that the line would pay interest on its cost.' This is not very strong and positive encouragement, but is better than a bluff negative response, providing that is the only or the best way in which a railroad can be secured. Tillamook county is rich in natural resources, which a railroad would rapidly develop. Dairy products, hay, lumber, fish and livestock would soon furnish a railroad with a very large, and, it is confidently believed, a paying traffic. Something would depend, perhaps, upon what disposition the owners of large timber tracts intend to make of them during the next few years. If a large proportion of the timber along the line of the proposed road is to be manufactured into lumber rapidly, the road would do a big freight business in hauling timber and lumber alone. It might be more to the advantage of Tillamook county, if a road was built by other parties, but it takes money to build railroads, and the Southern Pacific will have no difficulty on that score."

Yes, it would, no doubt, be advantageous to Tillamook if some other railroad company would construct a railroad to this county, for it is well known how the Southern Pacific bleeds the producers of California. With the Southern Pacific at Sheridan on the south-east and at Seaside on the north, this county is in a tight place with that railroad, for whenever Mr. Huntington, like the spider to the fly, invites it into his parlor he is going to entangle it so that no other railroad can come to its relief. This is the reason why the Headlight has so persistently advocated a government appropriation for the improvement of the bars and bays so that Tillamook can enjoy shipping facilities for the development of the county, and we repeat, what we have stated before, that every effort should be made to bring this about. Ten years ago it was thought, sure, that Tillamook was going to have a railroad right away, and it may be with the same amount of procrastination that ten years hence Tillamook will be in the same predicament if the Oregon delegation at Washington cannot secure government aid.

Real Estate Transfers.
U.S. to Andrew Anderson, lot 4, of sec. 4, and lot 8, Se 1/4 of Ne 1/4 and N 1/2 of Se 1/4 of sec. 5, tp. 2 N, R. 9 W.
Louis Blyback, et ux, to the Astoria Company, N 1/2 of Sw 1/4 and Sw 1/4 of Nw 1/4 of sec. 34, tp. 3 N, R. 9 W.
State of Oregon to John E. Du Boise, W 1/4 of E 1/2 of sec. 23, tp. 3 N, R. 8 W.
Nelson E. Raymond to E. A. and H. H. Hyde, Se 1/4 of sec. 23, tp. 2 N, R. 8 W.
Stella Perry, et ux, to Mary T. Squires, lots 7 and 8, in block 8, in Stillwell's second add. to Tillamook.
James Messner, et ux, to C. Zimmerman, Se 1/4 of Ne 1/4 and Ne 1/4 of Se 1/4 of sec. 30, tp. 2 S, R. 7 W.
Andrew Anderson to the Astoria Co., N 1/2 of Se 1/4 of sec. 5, tp. 2 N, R. 9 W.
George Geinger, et ux, to Walter D. Wood, lot 26 and 28 in McCoy's add. to Bay City.

The production of silver in the United States has slightly increased during the past few years, with no advance in price to stimulate it. In 1897 it was 53,867,000 ounces; in 1898 it was 54,590,000 ounces, and in 1899 it was 57,700,000 ounces.

EDITORIAL NOTES.

When will the Oregonian quit belly-aching about the Puerto Rico tariff for the purpose of making obeisance to Senator Simon? The administration has aimed to do what is best for the suffering Puerto Ricans, and because a little matter of detail appears to conflict with the constitution some of the anti-administration newspapers are trying to make mountains out of mole hills. During our late unpleasantness with Spain people undertook to criticise the president for not rushing into battle before he was prepared. The same peevish disposition appears to have taken possession of some people in regard to Puerto Rico. There is no necessity for this, for the annexation of our new possessions and the government of them will come out all right in time and without injustice to our new citizens. The administration is applying itself to circumstances, and as the American people always did justice to the citizens and territory in their annexation exploits, history will repeat itself and our new possessions in a few years will be as prosperous as Texas or California.

Here is the fourth section of the Puerto Rico act, and as the United States declared war against Spain for the sake of humanity, this bears out and is in accord with that declaration:
"That the duties and taxes collected in Puerto Rico in pursuance of this act, less the cost of collecting the same, and the gross amount of all collections of duties and taxes in the United States upon articles of merchandise coming from Puerto Rico, shall not be covered into the general fund of the Treasury, but shall be held as a separate fund, and shall be placed at the disposal of the President to be used for the government and benefit of Puerto Rico until otherwise provided by law."

Who will pay this money? Not the poor among the people of Puerto Rico. Not the small planters. Indeed, only part of it will be paid at all by inhabitants of Puerto Rico. Part of it will be paid by persons who sell goods to Puerto Rico and reap the profit of that trade.

The shrewd brokers and exporters of Puerto Rico, who now have the crops in their warehouses which they bought from the farmers, paid, of course, the farmers only such prices as would enable them to export the crops at a profit even under the full Dingley rates. It is therefore, neither a hardship nor an injustice to these men, under such circumstances, to require them when exporting those crops to the United States to pay to Uncle Sam, as trustee, a part of the Dingley rates, the proceeds to be sent back to Puerto Rico for the benefit of the farmers from whom the crops were originally bought. This is practically a refund to those farmers of a part of that which they themselves in fact originally contributed.

Quite an interest was taken at the republican state convention in the nomination of food and dairy commissioner, the aspirants being Messrs. J. W. Bailey and J. W. Maxwell, the latter belonging to Tillamook county, the former securing the nomination. We may be a little radical in our views as to the qualifications of a person to fill the important office of food and dairy commissioner in this state. He should possess peculiar ability and intelligence, an expert analyst who has obtained knowledge through the study of chemistry. Besides, it is incumbent that he should be a person of wide experience, able to lecture intelligently upon the evils which arise from eating impure and adulterated foods, who could diagnose diseases in dairy herds, demonstrate how dairy farms should be kept healthy and the products manufactured so as not to contain impurities or germs of disease; in fact, able to give a theoretical, as well as a practical idea to enlighten people. These are some of the qualifications which the Headlight thinks the food and dairy commissioner should possess to accomplish good results in the crusade against impure and adulterated foods and for the dairying interests of the state of Oregon. We have not made these remarks in any way to reflect upon those who aspired to the office, for their aspirations were honorable and above reproach. But we do say, and without any hesitancy whatever, that the dairy and food commissioner should possess the ability and knowledge of men like Dr. James Withy-

combe or the professors of the agricultural college at Corvallis.

The bone of contention in political circles is, Who is to be chosen United States senator at the next session of the state legislature? Evidently the Portland ring, backed by the Oregonian, is making strenuous efforts to have ex-Senator H. W. Corbett elected. This is not in accord with the sentiment of the people of Oregon, for they know full well that an old gentleman, enfeebled as Mr. Corbett is, and really in his dotage, is not a proper person to represent Oregon. That his friends will try and railroad him through there is not a particle of doubt, but those who vote for him will be making a bad record for themselves, for people will be inclined to believe, whether it is the truth or not, that they were paid for doing so.

Uncle Sam is giving his soldiers in the Philippines an allowance of candy, and in this he is acting under medical advice. It is a physiological fact, says the Medical Journal, that in the topics a moderate consumption of confectionery promotes health and satisfies a natural and not unhealthy craving of the stomach. The popularity of "dulce" in Spanish speaking countries thus has a sensible backing. Fifty tons of candy have been shipped to the soldiers in the Philippine islands by the commissary department of the army during the last three months. This candy is specially manufactured in New York, and is little more than sugar and lemon or lime juice.

Good roads, like good streets, make habitation along them most desirable; they economize time and force in transportation of products, reduce wear and tear on horses, harness and vehicles and enhance the value of real estate. They raise the value of farm lands and farm products and tend to beautify the country through which they pass; they facilitate rural mail delivery and are a potent aid to education, religion and sociability. Charles Summer once said: "The road and the schoolmaster are the two most important agents in advancing civilization." But he forgot the press.

From the present indications Colonel Bryan will find the east still "the enemy's country" if he receives the democratic nomination for the president. The New Yorkers took him in and fed him during his recent trip because he was a stranger, but the hilarity of the occasion was not sufficient to overpower the Van Wyck boom, which shows signs of renewed activity with the coming of spring.

We have heard no end of arguments in favor of protection. If ever protection was needed on the Pacific Coast it is at the present time, to protect American workmen from the great influx of Japanese and Celestials into the United States, who are swarming into this Northwest country by thousands for no other purpose than to provide contract labor.

General Wheeler announces that he is not a candidate for the vice presidential nomination on the Bryan ticket. Wheeler doubtless realizes that, while he has good speed himself, he is not equal to the task of carrying his running mate along at a gait sufficiently swift to give them a show in the race.

The municipal elections in Cuba next month will be regarded as a test of fitness of the people for self-government. If they behave no worse than the Kentuckians they will have a right to claim the privilege of paddling their own governmental canoe at an early date.

Admiral Dewey was not long under petticoat government before he had the presidential bee in his bonnet. However, we are undecided whether it is the admiral or Mrs. Dewey who took a reef in from their slacks and shouted, "Ship, ahoy, for the White House."

The Missouri goat that made a specialty of ramming populist sidewalk orators is dead. The good continue to die young.

The successor of Mr. Roberts of Utah is a King by name, but does not maintain a harem.

The Government Revenues.

The house of representatives took prompt notice, as was expected, of the statement made last week at a cabinet meeting by Secretary Gage in regard to the government revenues. It will be remembered that the secretary of the treasury stated that for the nine months of the current fiscal year the receipts of the government had been largely in excess of the expenditures, that the surplus at the close of the year would be not less than \$60,000,000, and he expressed the opinion that some reduction in taxation could safely be made.

Secretary Gage has been called upon to inform congress whether in his opinion the revenue laws are creating and will continue to create a surplus and if so to what extent at the end of the current and next fiscal years. He is also asked to submit estimates of receipts from all sources of revenue for these years and separately the amount received under the war revenue act. The purpose of this information, as explained by Mr. Payne, chairman of the ways and means committee, is to determine whether it is safe to attempt a reduction of the revenue and in case that is decided affirmatively, then along what lines the reduction should be made.

There is every reason to expect, in view of Mr. Gage's statement to the cabinet, that his report to congress will show that a reduction of taxation can safely be made and in that case congress will be expected to take action in the matter at the present session. It is stated that there is no disposition in the senate to disturb the war revenue taxes at the present session, it being urged that the session is too far advanced to justify any effort in that direction, but if the administration and the house of representatives agree that it should be done it is not probable that the senate will fail to concur. There is a public demand for relief from unnecessary taxation which it would be a mistake for congress to disregard.

Republicans vs. Popocrats.

These are some of the nominations made last week which particularly interested Tillamookers:

J. N. Hart, of Polk county, was nominated on the republican ticket for prosecuting attorney of the third judicial district, which includes Tillamook; on the fusion ticket Mr. John A. Jeffrey, of Salem, was nominated.

Dr. W. Tyler Smith, of Sheridan, was nominated on the republican ticket for joint senator for Yamhill, Tillamook and Yamhill counties; on the fusion ticket Mr. J. T. Simpson, of Sheridan, was nominated.

Mr. B. L. Eddy, of Tillamook, was nominated on the republican ticket for joint representative for Yamhill and Tillamook counties; on the fusion ticket Mr. W. W. Condon, of Tillamook, was nominated.

The nominee on the fusion ticket to oppose Congressman Tongue in the first congressional district is ex-Senator Bernard Daly, of Lakeview.

In the second congressional district Representative Malcolm A. Moody is again nominated on the republican ticket for congressman; on the fusion ticket Mr. William Smith, of Baker county, is nominated.

For supreme judge, the republicans nominated Judge Charles E. Wolverton, of Linn; and the fusionists nominated Mr. W. M. Ramsey, of Salem.

The republicans nominated Mr. J. W. Bailey, of Multnomah, for state food and dairy commissioner; and the popocrats Mr. W. Schulmerich, of Washington county.

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