

**The Tillamook Headlight.**

Fred C. Baker, Publisher.

**RATES OF SUBSCRIPTION.**

(STRICTLY IN ADVANCE.)

One year.....	\$1.50
Six months.....	75
Three months.....	50

**EDITORIAL NOTES.**

People who live in one part of a county invariably get an idea into their heads that people in other parts of the county run county affairs to their own satisfaction and discriminate against other parts. This appears to be the idea some of the citizens in the south end of Tillamook county have been nursing for some time until they really make themselves believe this delusion before they have considered the facts in the case. For instance, in the petition of those who want to cut loose from this county, it says:

"That for years we have had an unjust burden of taxation imposed upon us, being denied a just division of the benefits in the way of public improvements; that the rate of taxation, which is now 31 mills, is becoming unbearable, and that the extravagant manner in which the affairs of the said Tillamook county are administered."

And in another petition it says: "That the Central and Northern parts of said county being in the majority control the administration of affairs, and have done so for many years, and have imposed, and continue to impose, an unjust burden of taxation upon us, denying us a just division of the benefits in the way of public improvements."

How easy it is to make an assertion may be inferred from the above, but to prove the same how difficult it would be in this instance. It is wrong to say that the Central and Northern parts of the county are imposing unjust burdens upon the south end of the county, when in point of fact if the question is to be argued from that standpoint it will be found to be exactly the reverse. We think it unwise for different parts of the county to become jealous of each other, even if more improvements are made in one part than another. It is a well-known fact that the county court has made an effort to make as much improvement in the south part of the county by giving it a planked road at considerable cost, and beside, when Commissioner Ray circulated a petition for this object in Tillamook city every business man responded most liberally, thus showing that the central part of the county is actuated by friendly sentiment and is desirous to see all the main roads improved as soon as possible. When the money available for road improvements is limited, consequently improvements must necessarily be slow, and if people would only take this into consideration they would not be apt to get such false notions into their heads that one part of the county is imposing unjust burdens upon the other. If those who continue to complain about unjust burdens would quit doing so and assist the county court by a little manual labor now and then, the imaginary burdens would turn out nothing but delusions.

Every person who is interested in the development of Tillamook have reason to be gratified with the turn events have taken to bring the county into commercial touch with the "outside world" the past year, thanks to those who have been pressing away in this direction and without much encouragement from those whom it will most benefit, because there is diversity of opinion as to which will benefit Tillamook county most, the improvement of Tillamook bar or a railroad. Although it may take a few years longer to improve the bar to what it will be constructed a railroad, from a business point of view we believe the improvement of the bar is more important to Tillamook than a railroad. This may not be a very popular view of the situation, for we are met with the argument that the improvement of the bar will only benefit a part of the county while a railroad, if it was extended from Nehalem to the south end, would benefit the entire county in acquiring transportation. While, on the other hand, if the bar would allow larger vessels to compete in the carrying trade, it would not be long before means were devised for getting the products to tide water by local railroads, etc. This, we believe, would assure the manufacture of the lumber at home, and as it is well to look after the industrial development of the county, the improvement of the bar should not be lost sight of because railroad gossip is now indulged in so freely. One thing is certain, if Portland fails to connect Tillamook with a railroad within the next few years it is safe to predict that the improvement of the bar will reduce the necessity for a railroad, and thus Portland will regret, as Astoria is now doing, in not connecting Tillamook county with a railroad. It is encouraging to know that we are within sight of getting either water or railroad transportation in the course of a few years, and this fact alone should not only increase the dairy industry of the county but will be instrumental in encouraging every other industry, especially milling and maturing plans for new saw mills. As far as we are able to judge from information to hand, it is a little more than probable that a railroad will be constructed before the bar is improved to any great extent.

Astoria, the two-bit boycott railroad town, has taken a tumble to herself now that Portland is in earnest and want to connect Tillamook with a railroad. This is how the Astorian looks at the situation: "Tillamook and Nehalem are soon to have railroad connection with the outside world. Astoria will make a fatal mistake if every possible endeavor is not put forth to have this road built as an extension to the A. & C. R. R. However great the advantages of Astoria for a fishing town or a seaport, it can never be anything else than merely these without close connection with the rich and fertile territory adjacent. If Portland opens up the Nehalem coal mines, as is her evident intention, unless our own coal mines are developed or the Nehalem country tapped by our own railroad, we cannot expect to handle the steamship traffic which is otherwise certain to be ours. The question of whose tributary territory the Nehalem region is to be will not be settled in our favor unless we make an active effort to that end." As far as Tillamook county is concerned we are a little dubious about wanting railroad connection with Astoria. Having cursed Portland and decided to boycott the O. R. & N. Co., there is no telling but what Astoria may cuss and boycott this county if we get railroad connections with it. No, gentlemen, give us connections with Portland. We are not aiming to capture that city's commerce, for with a railroad and the improvement of Tillamook bar this county would be in just as good a location to handle wheat as Astoria. But there is this difference, Astoria wants to capture the commerce of Portland which took enterprise, long years of perseverance and money to bring about, while Tillamook county is only striving for bar improvements or railroad connections to develop its own resources. When we can obtain that this county will be adding to the wealth and industry of the state, and if we can do this we shall be accomplishing a great deal, and that too without becoming jealous of progressive cities in other counties.

We may state, for the information of those who signed the petition asking for an appropriation of \$100,000 for the improvement of Nehalem bar, that it is not likely they will succeed in getting an appropriation to that extent this year. Before even their petition was sent off Congressman Tongue's attention had been called to the matter, for it was thought if the Nehalem coal could find no other outlet than by shipping it out in barges an effort should be made to improve Nehalem bar. We have the assurance that the matter will be looked into, but as it was practically decided by the river and harbor committee that the consideration of items had closed before the matter was brought to the attention of the Oregon delegation, we feel apprehensive, as Oregon is getting an unusually large appropriation, whether that fact may not retard adding any more money for this state. It may interest our Nehalem friends to know that indications are favorable for a railroad into that section of the country. Whether the railroad interests in this county can be arranged so as to allow one of them to construct a railroad is not settled yet, but it may be at any time.

The country is becoming enormously rich. The accumulation of wealth, even in individual cases, now reaches into the billions. The public resources are exhausted and there is no apology for distress or want anywhere. Out of the various methods which are proposed for a more even distribution of material blessings in the most prosperous nation on the globe, it may be expected that at least a system will be developed by which decent and kindly care will be bestowed upon those who may require it without the thought that they are receiving anything which they are not entitled to.

Governor Geer appointed H. W. Scott, of Portland; P. L. Campbell, of Monmouth; Stephen A. Lowell, of Pendleton; W. M. Ladd, of Portland, and W. M. Colvig, of Jacksonville, to compose the Oregon textbook commission. This, without a doubt, is a strong commission and above reproach, and undoubtedly far above the influence and connivance of the American Book Company and other like concerns. We hope relief is now in sight and there will be no more pandering to book trusts by those who are appointed to look after the people's interests in this state.

If ever the Port of Tillamook Commission was necessary, the next few years will show to what extent it will be instrumental in making this city a large shipping port. It is necessary to have aggressive work if anything is to be accomplished in this direction, and for that reason we believe the Commission should be a little more energetic in the future than in the past. As it will take about \$30,000 to make a straight channel in Hoquarton slough, this and other subjects might be handled with good effect and greatly to the interest of the commerce of Tillamook City.

We cannot help remarking that the Oregonian, in advising those who have maligned Mr. Corbett to take a lesson from Representative Eddy, that that newspaper did not do a thing to John H. Mitchell when he was a candidate for the senate. It is right to give Mr. Corbett

gentlemanly treatment, but most people know that Mr. Mitchell got anything but that from the Oregonian when he was doing exactly what Mr. Corbett is now engaged in.

President Cleveland has gone on record in favor of a one-term presidency, but with a longer tenure and selected by more direct choice. He thinks this will be one of the changes accomplished during the next century. The demand for a one-term presidency coming from the only living ex-president who has had two terms and who has been three times a candidate is probably born of an experience to which no one else can testify.

According to the testimony before the senate committee on agriculture the other day a manufacturer of oleomargarine defined "process butter" to be oleomargarine "washed with sulphuric acid" to remove rancidity. With "process butter" and "formaldehyde milk" the American breakfast of chicory and buckwheat cakes, with glucose maple syrup, becomes a thing to make the stoutest tremble.

Not knowing what else to do, China has accepted the joint note. To use a slang, yet forcible, expression, China discovered that it was up against it and simply had to come to time.

The Cudahy case has done more to keep the small boy indoors after dark than all the curfew ordinances which could be enacted.

Chicago men are reported to have a corner on beans. Chicago need expect no favors from Boston from this time forward.

**China's Acceptance.**

The Chinese government has accepted the preliminary terms agreed on by the powers, simply instructing its plenipotentiaries to endeavor to get the best conditions possible, particularly as to the number of legation guards to be kept in Pekin and the army posts along the line of railway. The powers will also be requested not to destroy the forts, but merely to dismantle them. It would seem from this that the imperial authorities had decided to drop some of the questions which had been presented to the powers, pending the opening of negotiations for a final settlement, doubtless with a view to avoiding further delay.

This indicates that the Chinese government is quite as anxious as any of the powers to put an end to the existing conditions and resume former relations with a civilized world. It is undoubtedly realized that the situation is full of danger and that this will only be intensified if the beginning of the negotiations is put off by a prolonged controversy over preliminary terms. It is to be presumed that the Chinese plenipotentiaries, who should be fully aware of the sentiment of the powers, as of course they are of the feeling of their countrymen, have impressed upon the court the expediency of a prompt acceptance of the joint agreement, hoping to secure a modification of some of its terms after negotiations have been entered upon.

There is no doubt that this is the wiser course. Persistence of the Chinese government is asking explanations or modifications of the conditions preliminary to negotiations decided upon by the powers and declared to be irrevocable might have led to new difficulties and embarrassments. Unquestionably some of the terms are harsh and severe. They are of a character that would not be imposed upon any civilized nation and no such nation would tolerate them, whatever the odds against it. But the Chinese are not in position to effectively resist them and the judicious policy of the government is not to retard negotiations and to appeal to the sense of justice and the magnanimity of the powers.

What degree of success such an appeal will meet with its problematical, though it ought to be safe to assume that it will not be altogether fruitless. So far as the United States is concerned, it is most probable that it will be found ready to give proper consideration to any reasonable request that the Chinese government may make, particularly in view of the fact that our government was not in the first place favorable to some of the conditions which China desires shall be modified. An early beginning of negotiations for a final settlement now seems assured.

**Treatment of Porto Rico.**

Senator Foraker has made a defense of the action of congress in regard to Porto Rico which at least shows that it was more liberal than any treatment ever accorded to the territories. Possibly the legislation for the island is not constitutional, as asserted by those who opposed it. That is a question which will be passed upon by the supreme court of the United States and present discussion of it would be quite useless. But it is a fact as stated by Senator Foraker, that so far as the 15 per cent tariff is concerned there has been no complaint on the part of the people of Porto Rico, but on the contrary this method of providing money for the support of the island government has been generally approved, except by those who

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would have profited from free trade between the island and the states. Without this slight tariff, the revenue from which goes to Porto Rico, it would have been necessary to directly tax the people for the support of government, which under the conditions would have been an almost intolerable burden.  
There is some dissatisfaction with the governmental system provided by congress, the chief complaint being that it does not give sufficient authority to the elective branch of the legislature, but practically places all power in the executive council, which is appointed by the president and a majority of the members of which are Americans. It is not apparent, however, that the island is likely to suffer from this, which is a temporary arrangement that will naturally be sooner or later superseded by a territorial form of government, for which a majority of the people are not yet prepared.

**Cost of National Government.**

In the current Century Magazine Carroll D. Wright, the eminent statistician in charge of the national bureau of labor, reviews the figures of income and expenditure of our national government since its organization under the present system in a most instructive manner.  
Carried out by computation and estimates into a tabular exhibit the budget record shows that the net revenue of the government has gradually yet steadily increased from \$4,409,951, or \$1.12 per capita, 1791, when we had a population of 3,929,214, to \$567,240,852, or \$7.43 per capita, in 1900, when we have a population of 76,295,220. In the intervening years the per capita net revenue has ranged from \$1.14 in 1840 and \$1.78 in 1860, as low water marks, to \$9.60 in 1865 and \$10.67 in 1870, as high tide.  
A similar exhibit of net expenses shows the per capita in 1791 to have been \$0.49 and in 1900 to have been \$6.39, with a maximum of \$37.34 per capita in 1865 and \$8.03 in 1870 and minimum of \$0.73 in 1815 and \$1.09 in 1845.  
The bare figures, of course, would convey a wrong impression unless accompanied by the necessary explanation and read in conjunction with the concurrent history of the country. The government has been constantly from the first extending its field of operations and does far more for the people today in every direction than ever before. The pensions, the expenditures for army and navy and land and water fortifications, interest and reduction of debt and a dozen more important items make up the aggregate list of national outgo, each in millions that foot up for the year 1900 the grand total of \$487,713,792. Comparison with the national wealth and annual production, however, makes these colossal figures sink to insignificance and furnishes the foundation for the conclusion best stated in Mr. Wright's words:  
"The whole showing is an exceedingly satisfactory one and demonstrates clearly that the federal government since the civil war, which marked an exceptional period, has been doing just what the wise and judicious head of a family would do under increasing wealth and resources—keeping pace with environment, making improvements as the wealth of the country warrants, providing for great educational work and carrying on extensive and expensive operations at home and abroad, but nevertheless increasing the burden of the people to such a slight degree that it can hardly be felt. When it is considered that the federal government spends more than \$8,000,000 annually for purely scientific work and often from \$20,000,000 to \$40,000,000 for improvements, at the same time taking care of its credit to such an extent that its bonds are ever at a premium, one cannot complain of national improvidence."

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**NOTICE FOR PUBLICATION.**  
Department of the Interior,  
Land Office at Oregon City, Or.,  
December 28th, 1900.  
Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and to make final proof in support of his claim, and that said proof will be made before the Register and Receiver, at Oregon City, Oregon, on January 25, 1901, viz:  
ASA OTIS WELLS;  
H. E. No. 11775, for the lots 5 and 6 and S 1/2 of N 1/4 sec. 5, T. 38, R. 9 W.  
He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:  
Dan Bowers and Peri Hedges, of Montavilla, Oregon; Zura Wells, of Tillamook, Oregon; Burt Corless, of Logan, Oregon.  
CHAS. B. MOORE, Register.

**PROFESSIONAL CARDS.**

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