

The Tillamook Headlight.

Fred C. Baker, Publisher.

RATES OF SUBSCRIPTION.
(STRICTLY IN ADVANCE.)

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

Captain Langfitt's Report.

Captain W. C. Langfitt's report has been made public, and as it concerns the work proposed for next year, with the amount of appropriations to be asked for, this is a matter of great importance to Tillamook. That pertaining to this county is as follows:

"The improvement of Tillamook Bay provides for obtaining a channel nine feet deep at mean high tide, from Hobsonville, on the north shore of the bay, up to Tillamook City, on Hoquarton Slough. The channel of the depth named having been obtained in the fiscal year ending June 30, 1900, the work during 1901 was limited to finishing several deflecting dikes in course of construction at the commencement of the latter year. It is estimated that \$27,000 can be profitably expended in the fiscal year ending June 30, 1903, in strengthening the various dikes along the selected channel, and in dredging shoals."

As far as it is made public, no mention is made of the survey of Tillamook bar and preparing estimates for its improvement. We hope, however, that this is not overlooked, for it is a matter of far more importance than the other improvements. We are all deeply interested in her improvements, for it is a well known fact that it means much for the future development of Tillamook county. Before an appropriation can be secured, the bar must be surveyed and estimates prepared, and as it will be several years before another appropriation bill will be introduced in congress after the one to be acted upon at the coming session, we hope the survey of the bar will be strenuously advocated by the Oregon delegation, and if no mention is made of it in the proposed work for Tillamook, it should be inserted with as little delay as possible. Another thing we should have liked to have seen in Captain Langfitt's report, and that was a recommendation to straighten Hoquarton slough. We hope this will also receive the endorsement of Captain Langfitt and the delegation, for it should be along these lines that the people of Tillamook should aim to have the work carried on in the future. Tillamook Bay can be made the most important commercial port between San Francisco and the Columbia river, but as long as only a few thousand dollars are appropriated to remove obstructions in the present channel, and no mention is made of the more essential improvements, it is going to be many years before the resources of the county can be developed if we have to wait for bar improvements. Therefore, we repeat, we hope the matter of the survey of Tillamook bar is not overlooked, for it is upon this, more than any other improvement, that the people of Tillamook should concentrate their energies in forcing this to the front and insist upon the Oregon delegation having a clause to that effect inserted. Anyway, it will only be a matter of a few thousand dollars to survey Tillamook bar and ascertain the cost to improve it, so under those circumstances it would increase the appropriations for Tillamook but very little, although it would encourage and put new hope and fresh energies into a class of people who have battled with transportation difficulties for a number of years.

Cause of Many Labor Troubles.

One feature connected with the troubles of trade unions is that they have resorted to boycotts, which is un-American in principle. It is the inalienable right of every American citizen to buy and sell where he can do the best, and when labor unions intimidate and molest people in what is considered their rights union men are encroaching upon dangerous and untenable ground. Whenever the spirit of boycott predominates in union councils it can be taken that the radical element—labor unions worst enemy—is in control over-riding the conservative members. This radical element in trade unions—here today and gone to-morrow—rarely ever step to consider the business phase of a dispute, their main object being to "do up" employers who have furnished plenty of employment for working men, consequently so many strikes prove miserable failures. All those who watch carefully the trend of current events must admit that workingmen should combine for their own protection, for in unity there is strength. But there are unreasonable employers as well as unreasonable union men. The former will grind down a man's wages to a mere pittance, while the latter will not scruple to destroy life or valuable property to attain their objects. Here we have two extremes, and it is useless to look to either of these to settle labor disputes. That can come about only by the influence of the conservative element, and when this prevails on either side there is very little difficulty in adjusting trouble. But as long as labor unions are content to take in "any old thing," irrespective of ability and competence, all those who have had any experience with labor unions know full well that many incompetent workmen join their unions, including the agitator and the anarchist. Herein is where so many labor troubles are concocted and for the purpose of "doing up" some employer in business who is trying to make both ends

meet. This invariably ends in sorrow with the better element of union men when they realize to what extent the radical element has gone in declaring a strike and then a boycott. No wonder that a large number of union men get cold feet and strikes prove miserable failures, as they should do, when the business phase of the question is ignored. Labor unions, with the sensible element in control, can do much to protect workmen from unjust and unfeeling employers, but, on the other hand, we all have seen instances where trade unions have been dominated for a time by the agitators, which nothing will satisfy, and the firebrand, possessing but the clothes he stands in, wanting to bring other men down to his own level. The moral of the whole thing is this: Let labor unions be more particular about taking in the undesirable, good for nothing class and there will be less friction between employer and employee.

Community of Interests.

The combination of all the transcontinental railroads under a community-of-interest control is an accomplished fact. Every important artery of commerce between the lakes, the Mississippi and the Pacific coast is now in the hands of a group of financiers whose avowed purpose is the management of the properties of the transcontinental lines as permanent investments and not as stock-jobbing ventures to be used as a football by speculators on the stock exchange.

It does not require a railroad expert to foresee that the future of this vast network of railways depends upon the prosperity of the region traversed by and tributary to it. That which promotes the growth and development of the resources of the west contributes its full share to the earnings of the community-of-interest railroads; that which retards and cripples the prosperity of the Pacific Coast region must necessarily retard and cripple the railroads traversing the same territory and reduce their dividend-paying power.

Manifestly, there is a community of interests between the people who have staked their fortunes in the greater west and the owners of the trunk lines across the continent who are vitally concerned in the future development of the resources of the most prolific region on the globe.

This vast area of country is comparatively unpeopled and is scarcely awakened to a consciousness of the magnitude of its natural resources and its capabilities for wealth production.

The Pacific coast alone is an empire capable of feeding and clothing 40,000,000 people and supplying from within its limits almost every product required by man under our present standard of civilization. It possesses incalculable mineral wealth, vast forests of giant timber, countless herds of sheep and cattle and is rich in farm and pasture lands, orchards and vineyards. The entire Pacific coast boasts of only a fraction over 3,000,000 people, while it could easily support ten times that number.

With a population of 20,000,000 people on the Pacific coast the transcontinental railroads would see an enormous increase in earnings, and the entire country between the Mississippi and the Sierras would feel the impulse in an increased demand for its products in an enlargement of the territory for its manufacturing industries.

The mining section west of the Rockies has only been tapped in its richest portions. Iron, that most valuable of minerals, which at no distant day is to play such an important part in the development of the west, is not yet utilized, neither are the oil fields, the asphaltum beds or the granite quarries. In fact the country west of the Rockies is still almost a wilderness so far as population and industrial and agricultural development are concerned. In other words, fully two-thirds of the area between the Missouri and the Sierras is in a primitive state awaiting the wave of migration that will reclaim the desert, draw wealth from the rocky recesses of the mountains, turn the wheels of industry and create new cities and towns whose commerce will enrich the country and contribute an endless chain of products for the transcontinental railroads.

That this great transformation is sure to come within the twentieth century no intelligent observer conversant with existing conditions will gainsay.

If the men in control of the community-of-interest railways grasp the possibilities within their reach it lies within their power to expedite the settlement and development of the western half of the continent, whose commerce is tributary to them. Doubtless the originators of the consolidation had this evolution in view when they projected the combination. But in any event some plan looking to that end should guide them in whatever future program is laid.

Quite a number of the newspapers of this state are advocating sending out literature for the purpose of inducing people to locate in Oregon. The idea is a good one, and if the newspapers all over the state would publish a pamphlet or illustrated edition pertaining to their section of the state for distribution it would help considerably. These editions are expensive to get out, and probable why so few are published is because people do not feel disposed to contribute

with a liberal hand, as they should do. Some of the larger cities have done so, and the Oregonian has done yeoman service in this respect. If every county in Oregon would publish an illustrated and descriptive edition of their respective localities and send them broadcast in the states which Old Sol has been making it tropical for, there would be some likelihood of the state receiving a great influx of emigration. If the \$2,000 and over, given to the fake Quaker doctors in this city for articles which had no merit and exceedingly very little value, had been given to advertise Tillamook county for the purpose of getting more people to locate, how we should have been pleased to have commended them for their enterprise in the way they lavished money. But, alas, it's gone, and instead of advertising Tillamook it advertises where takers can do a thriving business.

Cases of suicide, where men have become despondent through business failures are of frequent occurrence of late. The general sentiment is to pity them after they have taken their lives. We do not coincide with this sentiment, for we believe the man who premeditates suicide is as bad as the man who makes up his mind to commit murder—we see no difference whether a person murders himself or some one else. For that reason we do not believe that these suicides, or more correctly speaking murderers, are deserving of pity. One thing, however, these murderers succeed in doing before they commit their rash acts, and that is to insure their lives in some old line company or beneficiary order, and thereby provide for their wives and families. The man who will do this is a cowardly cur in our estimation, and if the non-payment of such death claims will retard these persons from committing suicide it should be distinctly understood that these claims will not be paid.

Lord Kelvin, the greatest authority to-day in mathematical physics, asserts that the oxygen supply of the world will be exhausted within the next five centuries. Oxygen is the real force of the atmosphere so far as man and nearly all air breathing animals are concerned. Lord Kelvin has sounded an alarm which has created more discussion in scientific circles than any other pronouncement since Darwin put forth his "Origin of Species." No satisfactory reply has so far been offered. It is admitted that, theoretically, the oxygen in the atmosphere is diminishing. Every bucketful of coal in a furnace and every stick of wood in a cookstove burns up a portion of the world's supply of breathing air. How long will the oxygen hold out? Is there any way in which the extravagant waste of the world's atmosphere can be checked?

After several years of controversy the Sampson-Schley dispute is to be made a matter of investigation at the request of the latter. This was brought about by the cruel attack upon Admiral Schley in Macley's text book of the Naval History of the United States. On this account it is satisfactory to know that this squabble is to be investigated and the facts sifted of all personal or political consideration. No one man can take all the honor of defeating the Spanish fleet at Santiago, nor do we believe there was one coward in the United States fleet, much less Admiral Schley. No matter what position a man occupied in that memorable naval battle he is entitled to as much honor as Admiral Sampson or Admiral Schley. The boys fought for Old Glory, and we should be just as proud of the one who held a menial position as the admiral who commanded.

Charles A. Towne's repudiation of free silver leaves Senators Teller and Dubois as the sole remnants of the once proud Silver Republican army that was going to destroy the grand old Republican party root and branch. They are now the generals, the colonels, the captains and the high privates, too, of the vaunted array and they are likewise the sutlers, the quartermasters and the commissaries. And yet their manifold honors do not weigh heavily upon them, for, like Solomon of old, they may well say, as they gaze on the wreck and ruin: "Vanities of vanities, all is vanity."

A newspaper is primarily a business enterprise. Its function is to gather and print news and sell it to whomsoever will buy, says an exchange. Yet a newspaper is universally regarded as having a responsibility in the community that belongs to no other business. When other men are noncommittal on a public question for fear it will hurt their business to take sides, the newspaper whose business is more responsive to the fluctuation of popularity than any other enterprise, must nevertheless take the first and largest responsibility of utterance upon itself.

Dr. William J. Coats, of the American National Veterinary College, thinks that the views recently expressed by Dr. Koch on tuberculosis will result in increased research regarding the disease, and that the task of determining whether tubercular bacilli in animals can be transmitted to man should be taken up at once by the Rockefeller Institute for Research.

The Astorian has been agitating so long for common point rates for wheat,

it should turn round a bit and agitate that the salmon entering the Columbia river should be given an opportunity to pass Astoria and reach common point places.

The esteemed Pat Crowe can draw any old sum from the British secret service fund if he will kidnap General Dewitt and bring him to Capetown. No questions asked.

In Chicago a woman caught her foot in the frog of a street railway and was struck by a car. They must have big frogs to catch a native damsel's foot.

They are talking of putting in rubber crossings on Washington streets for wet days. Who said "rubber?"

A fortune awaits the genius who will can and preserve our surplus hot air for winter distribution.

Blasts from Ram's Horn.
Courage is the only essential uniform of the soldier.
Great men toil for their work and not for their wages.

A train of thought wastes time if it carries no freight.
Clothes do not create character, though they often reveal it.

A man's eternal estate does not depend on his temporal real estate.
If you pay for the removal of mountains you must pick up the pebbles yourself.

The seats in heaven will not be assigned on the basis of the biographies of earth.
If men were taxed for their follies they would become poor before they be wise.

Call for County Warrants.
The following County General Fund Warrants are now payable, and will be paid when presented.

SERIES E.—2575, 2534, 2531, 2470, 2439, 2351, 2508, 2509, 2524, 2463, 2656, 2657, 2658, 2682, 2336, 2180, 2694, 2475, 2692, 2671, 2668, 2667, 2675, 2678, 2694, 2690, 2667, 2683, 2384, 2663, 2691, 2693, 2661, 2677, 2665, 2672, 2673, 2653, 2655, 2683, 2680, 3685, 2684, 2349, 2681, 2646, 2692, 2666, 2499, 2803, 2817, 2818, 2723, 2770, 2771, 2807, 2701, 2702, 2703, 2699, 2716, 2697, 2696, 2698, 2728, 2746, 2748, 2717, 2816, 2718, 2805, 2806, 2768, 2755, 2793, 2597, 2737, 2794, 2780, 2700, 2730, 2726, 2744, 2815, 2812, 2753, 2773, 2732, 2705, 2819, 2738, 2781, 2808.
Interest ceases July 24th, 1901.
W. H. CARY, Co. Treasurer.
By E. D. HOAG, Deputy.

Teachers' Examinations.
NOTICE IS HEREBY GIVEN.—That the County Superintendent of Tillamook County will hold the regular examination of applicants for state and county papers at the Courthouse, in Tillamook City, as follows:

FOR STATE PAPERS.
Commencing Wednesday, August 14, at nine o'clock a.m., and continuing until Saturday, August 17th, at four o'clock.

Wednesday.—Penmanship, history, spelling, Algebra, reading, school law.
Thursday.—Written arithmetic, theory of teaching, grammar, book-keeping, physics, civil government.

Friday.—Physiology, geography, mental arithmetic, composition, physical geography.
Saturday.—Botany, plane geometry, general history, English literature, psychology.

FOR COUNTY PAPERS.
Commencing Wednesday, August 14, at nine o'clock a.m., and continuing until Friday, August 16, at four o'clock.
FIRST, SECOND AND THIRD GRADE CERTIFICATES.

Wednesday.—Penmanship, history, orthography, reading.
Thursday.—Written arithmetic, theory of teaching, grammar, school law.
Friday.—Geography, mental arithmetic, physiology, civil government.

PRIMARY CERTIFICATES.
Wednesday.—Penmanship, orthography, reading.
Thursday.—Art of questioning, theory of teaching, methods.
Friday.—Arithmetic and physiology.
Dated at Tillamook, this 24th day of July, 1901.

GEO. B. LAMB,
County Superintendent.

Yellow Fir Lumber Co.'s Prices.
Below will be found the Yellow Fir Lumber Company's price list for lumber. PRICES FOR LUMBER AT THE MILLS: Per 1000 ft.

Rough lumber.....\$6 50
Sized lumber..... 7 50
Ship lap..... 8 00
Dressed lumber, flooring & rustic 14 50
PRICES AT TILLAMOOK CITY, AND DELIVERED ANYWHERE ALONG THE MAIN ROAD FROM THE MILLS:
Rough lumber..... 8 00
Sized lumber..... 9 00
Ship lap..... 9 50
Dressed lumber up to 16in. wide..... 16 00
Flooring and rustic..... 16 00
Dressed pickets from 1 to 3 inches wide, 1/2c. per lineal foot.
Above prices are for lumber less than thirty feet long. Leave orders at the saw mills or with
E. G. E. WEST, President;
PETER BRANT, Secretary.

ADMINISTRATOR'S NOTICE.
In the County Court of County of Tillamook, State of Oregon.

IN REBATE.
NOTICE IS HEREBY GIVEN.—That OAK NOLAN has been duly appointed by the above named Court as administrator of the Estate of GOETTLIEB WYSZ, and that all persons having CLAIMS against said estate are requested to present them with the proper vouchers within six months from this date to me at C. E. Thayer's bank, in Tillamook county, Oregon.
Dated this 19th day of July, 1901.
OAK NOLAN,

STURGEON'S
Fly and Lice Killer.
Keep the flies off your Stock and Kill the Lice.
DIRECTIONS.—Apply once a week or oftener with a small sponge or cloth, thoroughly moisten along the back, shoulders, neck, and around the head of animal.
PRICE, 25c. pint; 50c. quart; \$1.50 gallon. Guarantee that it will do all I claim or money cheerfully refunded.
S. J. STURGEON,
Prescription Druggist. Tillamook City, Or.

LEACH & JONES,
PROPRIETORS OF
Tillamook Meat Market
DEALERS IN
Fresh and Cured Meats, Hides, Wool, etc.
Shop next door to Larsen's Hotel, Tillamook

The DIRECT ROUTE to TILLAMOOK
Carrying U.S. Mail.
Tillamook & North Yamhill Stage Line.
Stage leaves Tillamook daily except Sunday.
Stage leaves N. Yamhill daily except Monday.
Tickets must be secured the day previous from the Agents at North Yamhill and Tillamook.

WINE AND LIQUOR HOUSE.
Billiard Parlors and General Social Resort.
C. E. HADLEY, Proprietor.
Agents for Kopp's Brewery, the Brewer of the Finest Beer in the Northwest. Strangers can find here a place to write, attend to correspondence, privately confer upon business or social matters and generally feel at home.
Tillamook City, Oregon.

J. S. LAMAR,
WINE AND SPIRIT MERCHANT.
I have the largest and best assorted stock of old Wines and Liquors that has ever been imported into this City.
Whisky, \$2.25 to \$8.00 per gal.
Wines, \$1.00 to \$3.00 per gal.
Don't drink cheap doctored stuff when you can buy it pure and unadulterated from me.

Truckee Lumber Co.,
OF SAN FRANCISCO, DEALERS IN
FIR & SPRUCE Lumber
BOX SHOOKS.
GENERAL MERCHANDISE
And LOGGERS' SUPPLIES
AGENTS STEAMERS "W. H. KRUGER" AND "ACME."
For San Francisco and Los Angeles.
Hobsonville, Or. J. E. SIBLEY, Mgr.

Pacific Navigation Co.
STEAMERS—SUE H. ELMORE, W. H. HARRISON.
ONLY LINE—ASTORIA TO TILLAMOOK, GARIBALDI, BAY CITY, HOBSONVILLE.
Connecting at Astoria with the Oregon Railroad & Navigation Co. and also the Astoria & Columbia River R. R. for San Francisco, Portland and all points east. For freight and passenger rates apply to
SAMUEL ELMORE & CO. General Agents, ASTORIA, OR.
B. C. LAMB, Agent, Tillamook Oregon.
Agents: J. R. & N. R. Co., Portland.
A. & C. R. Co., Portland.

Centrally Located. Rates, \$1 Per Day.
LARSEN HOUSE,
M. H. LARSEN, Proprietor.
TILLAMOOK, OREGON.
The Best Hotel in the city. No Chinese Employed.

Allen House,
J. P. ALLEN, Proprietor.
First class accommodation at second class rate.
BEST MEALS IN THE CITY.
Tillamook, Ore

