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**The Tillamook Headlight.**

Fred C. Baker, Publisher.

**Editorial Notes.**

Money talks! Has the Portland, Nehalem & Tillamook Railroad Company enough money to buy a box car?

Wouldn't it be a good idea to send W. Reid, the railroad promoter, to Washington to lobby for an appropriation for Tillamook bar, for he is well versed in the wonderful resources of the county? After that is secured Tillamook people should help him out with his railroad project.

The board of equalization will meet on Monday, August 31. Those who think they are carrying too much of the taxation of this county, or if there are any who are kicking themselves that they do not carry their just proportion and their consciences are pricking them, the board will be glad to hear them.

As there is not much likelihood, by the way things are shaping, that Mr. B. L. Eddy will be a candidate for joint representative for Tillamook and Yamhill counties at the next election, this, probably, will be regretted by a large number of our citizens. Every fair-minded person must appreciate the able manner that he represented the people, bringing to Tillamook a reputation the county never possessed before.

Should the Southern Pacific extend the railroad from Sheridan into this county, which is by far the easiest grade and the least cost to construct, it would give that road considerable business, and as for lumber, why, it could have all it could haul, provided it could furnish the cars. But it looks as though the Southern Pacific has more lumber business now than it can handle, consequently it is not probable that it will tap this country, but would prefer keeping it in its undeveloped condition.

The accident that occurred on Friday on the Morrison street bridge is not to be wondered at, for it was a rotten piece of political legislation that dumped the rotten old thing, with the Stark street ferry, upon the people at three times its value. But life is held in low estimation compared to political corruption and rottenness in high places. Let the guilt for the loss of life on Friday rest upon those who engineered the bill through the state legislature and those who used that means, with the political power behind them, to unload their rotten property upon the public.

This is the time of year when Tillamook county is over-run with people who try to sell the dairymen or their dear wives a pig in a poke, or even a gold brick if they can find a few suckers who are built that way. There's the sewing machine man, who, with a moderate amount of gab, succeeds in persuading a woman to buy a sewing machine at a figure nearly double the price which she could buy it for at some of the stores in Tillamook City. Then there's the shoddy, mis-fit tailor, who, with a little jaw bone persuasion, succeeds in pulling the wool over the eyes of a man when he allows himself to be measured for a suit of clothes he could get at half the money if he went to either of the reliable clothiers in this city. But Barnum said that people liked to be humbugged, and these are only a few instances where Tillamook people are being soaked by the slippery, persuasive, annoying peddlers with their gift of gab. Patronize home merchants, the men who pay taxes and who sell reliable articles at a small margin, not the peddlers and solicitors who bleed the people to pay their expenses for a vacation, and from what we can see they have a good time at the expense of those they have managed to fleece.

It seems that the Oregon delegation is unable to agree upon Brownell, of Clackamas, and Moreland, of Multnomah, for U.S. district attorney. Brownell's county went democratic and Moreland is not happy if he is not feasting at the political pie counter, and, further, his record as county judge in matters like the county jail site would not appear very satisfactory to President Roosevelt. It is now reported that B. L. Eddy is a compromise candidate, and if that is the case he is certainly more entitled to it than either of the other two aspirants. Anyway, Tillamook has been loyal to the republican party, and was particularly instrumental in the election of Mitchell and Fulton and the nomination and election of Hermann, and it is no wonder to us that the name of Tillamook's favored son is mentioned—although he has not asked for the position—for the county is deserving of some political recognition

and the honor could not fall on anyone more entitled to it in this county than B. L. Eddy. This is what the Oregonian had to say:

"Some observers take it as quite ominous that the Clackamas gentleman is willing to let the appointment go over until next winter. On the other hand, Judge Moreland would like to have the choice made at once. Meanwhile John H. Hall enjoys the emoluments of the office. Some talk has been heard of B. L. Eddy, of Tillamook, as a possible winner, but Eddy is authoritatively understood to desire a Circuit Judgeship. The Tillamook man has been suggested as a compromise candidate, for both Mitchell and Fulton are indebted to him; also Hermann, who was nominated last April in a stampede started by Tillamook."

By reading the newspapers that have commented upon the new move of the Portland, Nehalem & Tillamook Railroad Company to secure people to put up the money to build the road, it must appear to them that Tillamook people are greatly elated and excited and will readily grant everything by right of way the company requires. It is impossible to get the people excited, for they have heard too much railroad procrastination and give the matter but a passing thought and would not waste the time to cross the street to see railroad promoters, and as to securing the right of way, it is nothing but "hot air," for, as far as the citizens are concerned, they know nothing about working for a right of way. This may be the style of railroad promoters to "work" and impose upon the press, but it does look somewhat out of place to see such misleading comment going the rounds like these:

The Tillamook people have gone energetically to work and will soon have the right of way secured to the summit and will furnish it free as their contribution to the railway.—Forest Grove Times.

The people of Tillamook County have agreed to secure the right of way for the Portland-Tillamook Railroad from Tillamook up Wilson River to the summit of the mountain without cost to the railroad company. The committee having this work in hand has been organized and is now in the field securing the deeds. It begins to look as though we will soon be going by rail to summer camps on Wilson river.—Hillsboro Independent.

Tillamook people are rejoicing because their long cherished ambitions for railroad communication with Portland are about to be realized. As stated in The Morning Astorian yesterday the proposition of Col. McCracken and his associates of Portland relating to the projected railroad have been accepted, and the problem of right of way is now being solved. This consists of a 60-foot strip from Tillamook to the Summit of the coast range of mountains by way of the Wilson river, the shortest route, 82½ miles to Portland. The construction of the proposed new road means new life, commercial, industrial and social, for the people of that ambitious district.—Astorian.

**Contribution of the West.**

To the great foreign trade of the United States in the first fiscal year, the largest in history, the West contributed a great part of the \$400,000,000 of exports and receive no small share of the \$1,000,000,000 of imports, though these were handled in large measure by eastern capital. This great business, observes an eastern paper, with the more important internal commerce that feeds it, is still going on and will go on, to the benefit of both east and west, irrespective of the speculative enterprises that have grown out of it. "The liquidation of these," it is remarked, "may be a long and painful and depressing process, leaving many persons poorer, but the country will not cease to gain in wealth because some who have undertaken to 'get rich quick' have failed."

The great contribution of the west to the national business account during the last fiscal year and in many previous years, doing more for the general prosperity than any other section, will be even more in evidence in the current fiscal year, from all present indications, than ever before. It now looks as if the real dependence of the nation for the prosperity of the next few years, at least, must be upon the production of the west. The demand abroad for our manufacturers, while still well maintained, does not give promise of a material increase or indeed of any increase in the near future. The latest statistics of our exports of manufactures are not altogether encouraging. In some direction we have been losing trade and such gains as have been made hardly more than maintained our position as an 'expert nation. We cannot be sure that in the immediate future there will be any increase in the foreign demand for our manufactured products. The policy of European governments is not favorable to an increase. Its aim is to check the American invasion and there is reason to believe that in this it will be measurably successful. It is quite probable that our exports of manufactures to Germany, France and other continental countries will not be as large in the current fiscal year as they were last year. It is possible, also, that England will take less of the products of our mills and factories. In all these countries the manufacturers are struggling to shut out, as far as possible, American manu-

facturers, and it is to be expected that they will to some extent accomplish this. As a matter of fact the industrial world is today arrayed against the United States and it is consequently a very serious question whether we can hold all of the trade we now have.

What we are sure of, however, is a constant and even growing demand for the agricultural products of the west. Europe must continue to buy our breadstuffs and provisions and there is every probability that the demand for these will grow from year to year. Most European countries cannot produce food-stuffs to the extent of their needs. They are compelled to import and nowhere can they buy to better advantage than in the United States. Our productive capacity is far from being exhausted. Not many years ago it was predicted that early in the twentieth century we would have no food-stuffs to export, that particularly as to our wheat supply we should have no more than sufficient for home consumption. We are still producing a surplus, with every reason to believe that we shall continue to do so for many years to come. The great granary of the nation, the west, is now as it has been for years the basis and bulwark of national prosperity and so it will continue to be.

**THREE KILLED 50 WOUNDED  
By Rotten Timber Freaking and  
140 Persons Drop Below.**

Seven tons' weight of shrieking human-its dropped from the eastern end of the Morrison-street bridge, Portland, into the Willamette river on Friday afternoon, the result of which three persons were drowned and at least 50 were more or less injured.

Without warning a rotten 5 by 12 inch timber broke short off at the point where the bridge walk adjoins the roadway. It was the central support of 40 feet of the walk on which were crowded fully 140 people, largely women and children. The break occurred on the south side of the bridge, opposite the Portland Rowing Clubhouse.

A great throng had assembled to see "Professor" Lutz, the "armless wonder," swim the river from Kellogg's boathouse to the River Club's float. From end to end the Morrison-street bridge was crowded with spectators. As the swimmer neared his destination, surrounded by a fleet of launches and rowboats, the crowd naturally surged toward the eastern end of the bridge to see the finish. No such numbers were assembled, however, as to cause danger, had the bridge been sound.

Lutz was about 60 feet from the float, swimming easily in the midst of the swarm of small craft. The antics of four sportive Italians in a skiff had diverted the attention of the crowd. This joyous quartet had just given a burlesque exhibition of a rowboat upsetting, in front of the boathouse, when a scream was heard from the bridge.

The Oregonian reporter on the verandah of the boathouse turned in time to have a full view of the catastrophe, not 40 feet away. The people seemed to drop in lump, as a load of coal is dumped into a cellar. The fall from the top of the walk to the surface of the water was about 20 feet. It was broken by two scows, or small, floating boathouses, directly underneath. With a fearful crash the section of walk and its screaming, scrambling load of men, women and children, smashed through the roof of these. The walk seemed to fall squarely, thus preventing people from being crushed underneath. A few people slipped off the western end of the fallen walk into the river, but were quickly dragged out. A lot more were tumbled in a heap on top of the debris aboard both floats, but fully one-third plunged in a bunch between the floats, which were separated by about five feet of water. That so many people could have fallen into such a place without stunning or thrusting a number of those underneath deep into the water, so that in rising they would be caught under the floats, seemed incredible, though for a time it was thought no one was drowned. The river here is 20 feet deep.

**Insulted the President.**

OYSTER BAY, Aug. 2.—Profane and abusive language was directed toward President Roosevelt and his family today as they were driving up to Christ Church to attend the morning service. The offender was a resident of Oyster Bay, McCann by name. He was hustled away from the church unceremoniously by the secret service detectives.

Accompanied by Mrs. Roosevelt and two of her children, the President had driven to the village from Sagamore Hill to attend church, as is their custom on Sunday mornings. Directly in front of the church McCann was walking along the roadside pushing a bicycle. As the President's carriage was about to turn into the driveway leading to the church grounds it passed McCann. McCann, with an oath, demanded to know whether they wanted the whole road. This was followed by abusive and profane language.

As the carriage stopped at the church door the President, greatly annoyed at the insult offered to Mrs. Roosevelt and the children, alighted and directed the attention of the secret service officers to the man and ordered that he be compelled to leave the vicinity of the church. McCann hesitated, when ordered to move on, but as an officer was about to stimu-

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