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The Tillamook Headlight.
Fred C. Baker, Publisher.

The Mob and The Law.

Discussion of the prevalence of mob violence continues unabated, showing a degree of public interest in the matter from which it is reasonably to be hoped practical results will come. It is announced that a conference to consider this very important subject will soon be held at Chautauqua, in regard to which the New York Evening Post observes that there should be no mincing of words. "No description of evils resulting from lynch law which does not go to the root of the matter, or portray the national character of this disgrace to our civilization. Sympathy for the victims of horrid crimes is well enough in its place, but not in discussion of those dangerous men who add murder to a previous infamy. The law draws no line between those who lynch in hot blood and those who conspire at leisure to take a prisoner from jail." This, it is not to be doubted, reflects the very general sentiment of the American people, though unfortunately are not a few apologists for lynching, some of them persons who profess to be law respecting.

The growth of the mob law calls for the most earnest attention and discussion. As Governor Durbin of Indiana says: "Let the American people take to heart the issues involved in an appeal to mob law and the mob spirit will instantly disappear as a national phenomenon. We need only a national awakening to what this issue implies. We need a strengthening of the arm of authority widening and deepening respect for the law by its enforcement without fear or favor." It would seem that the needed national awakening must come from a continuance of the discussion now widespread.

Canadian Wheat Competition.

The rapid development of wheat production in Canada promises strong competition within a few years for American wheat in foreign markets, if the capacity of the wheat-producing area of the Dominion is not very much overestimated. Just now the perplexing question with the Canadian grain producers is that of adequate transportation to tide water and it appears from Ottawa reports that it is receiving serious consideration. Canada prefers and very much wants channels of transportation which are all Canadian, instead of having to make shipments in bond through American ports. There is talk of constructing a transcontinental railroad, but this is an enterprise that would involve an enormous expenditure and would not pay as a means of grain shipments, which would be its chief business. Other plans are being discussed, but nothing deemed to be entirely feasible has yet been proposed, though it is not to be doubted that a way will be found.

It is suggested that the day may come when it will be found desirable for American and Canadian interests to come together and treat the crops of both countries as a common product, to be hauled over the most economical routes and shipped by the cheapest lines, without tariffs or bonding restrictions. This is certainly quite possible, though at present the prospect for such a thing is not bright. Meanwhile the promise of Canadian wheat competition cannot but have an interest for the American producers.

Our Interests in the Pacific.

Assuming to be correct the assurances now given in regard to the treatment to be accorded by China and Russia to American interests in the most important of the Chinese provinces, so far as this country is concerned, Manchuria, there is an important gain made in regard to the commanding question of our interests in the Pacific ocean. It is well understood that had our demands in regard to the open door in China been unavailing, at least so far as Manchuria is concerned, the result would have been very damaging not only to our trade in the Orient, but also to our prestige in the Pacific.

It should be understood that the efforts of our government in connection with the Chinese question have not had reference wholly to the matter of commerce. While trade considerations may have had the primary influence, the important question of our future influence and power in the Pacific has commanded profound interest and is at the present moment the great incentive to all action on the part of our government in regard to affairs in the far east. The fact is now recognized as never before that the United States, if it shall take proper advantage of its opportunities, is to be the

greatest power in the Pacific ocean and therefore the necessity of placing itself now in a position that will enable it in the future to assert the power that naturally belongs to it.

Because of this the United States has taken a position in regard to Russian policy in Manchuria which demands that our rights and interests there shall be protected and according to the latest advice this position is fully recognized and respected by the Russian government. China, so the reports say, is to open new treaty ports in Manchuria, to which the Russian government will make no objection, and the United States is to have the recognition it has asked for.

The meaning of this is a larger power for this country in the Pacific. Once having obtained the concessions we have asked for in China, the commercial importance of which it would be difficult to overestimate, the further growth of our Pacific influence would be absolutely assured. As a most intelligent French writer has recently said, the domination of the Pacific ocean by the United States seems to be an inevitable fact of the not remote future.

American Saddle Horse.

The Bureau of Animal Industry has secured for publication from General John B. Castleman, of Louisville, Ky., an article on the American saddle horse, which will be published some time during the fall. The production of uniformity of type, he says, is in no other breed of horses more marked than in the American saddle horse. The history of cavalry service shows no parallel to the continuous fast move of the cavalry under Morgan and Forrest, and this service was rendered chiefly by the American saddle-bred horse; this horse of singular beauty and smooth, fast walk and untiring energy under the terrible strain under test of great marches. One of the great progenitors of this breed of horses, Gaines' Denmark, entered the confederate service at an advanced age, 12 years, with his descendants and collateral horse kin, setting his numerous offspring an example of courage and endurance, and returned in 1865 to his original owner, honorably discharged as a soldier.

The great horse, John Dillard, another foundation sire of the breed of the American saddle horse, did similar service between 1861 and 1865, sharing with Gaines' Denmark the honor of leadership and example and comradeship as he served in camp, on the field, on marches and in battle, and when the war was ended resumed his duties in developing the great family of which he was an ancestor. General Castleman gives the following advice to farmers and horse breeders.

"I have felt impelled for the last twelve years to caution my associates who are interested in breeding and developing the American saddle horse not to be led into the error of breeding horses too large for the saddle. In the selection and adherence to type, the average height of the American saddle horse is approximately 15-2, and the average weight approximately 1,050, and he has endurance, substance, remarkable intelligence, courage and docility. Under the saddle, in harness—used in either capacity—he equally adapts himself to either service, and the experience of the civil war demonstrated that no cavalry horse of the armies of the world has ever equaled him in endurance and movement.

"It is not the large animal of any kind, from the highest to the lowest, that has power to endure most. By no army standard is either the giant or the dwarf, either the large or the small man, selected to endure hard service. The large ox does not stand hard work so well as the ox of medium size. The large dog, either in the chase or in the field, is not preferred. The large mule cannot stand continuous work so well as the mule of average height and weight.

"What is needed is good conformation, good legs, good tempers. The breeders of the American saddle horse do not insist on any number of gaits. They care not whether the rider prefers one gait or five. Their wish is to furnish the horse and not to direct at what speed or at what gait he shall be ridden.

"The breeders of the American saddle horse do not desire to discourage others in their preference for the use of the rough-riding horse, but it is their purpose to continue the development of the horse of unequalled usefulness, having the greatest variety of accomplishments and unparalleled beauty, whose versatility is shown by power, endurance and true gait; by his winning the championships in the hunter classes; by his winning the championships in the plain or three-gaited classes; by his superior qualities as a harness horse, and by his readiness always to be made use of at anything, from going any one or all of five gaits under the saddle to trotting squarely and at a good pace, and often with great speed, to harness. And even the barbarous practice of docking his tail when he is put to some of these uses, eliminating one of his chief ornaments and robbing him of the God-given power of self-defense, does not destroy his matchless beauty [and his unequalled grace."

The best cup of Coffee in town. Lunch at any time, at Vogler's bakery.

Chunks of Ice Fell.

DENVER, Aug. 6.—Details of the storm which prevailed along the eastern slope of the Rocky Mountains in Colorado and Southern Wyoming last night show it to have been much more severe than at first reported. In some sections, the hail fall was unprecedented. In the neighborhood of Greeley and Eaton, in the northern part of Colorado, chunks of ice measuring in some instances ten inches in length fell, and the damage wrought was immense. Sheep were struck dead in the corrals, and cattle and horses were severely injured. Farmlhouses and barns were wrecked, and crops utterly wiped out of existence.

Near La Fayette, Colo., there were two storms, the second following the first within 15 minutes and with greater severity. The streets of the town were flooded, cellars partially filled with water, and trees and shrubbery stripped of foliage and crops destroyed. The damage in and around La Fayette is estimated at \$200,000. In Southern Colorado the rainfall was very heavy, approaching the proportions of a cloudburst in several places.

About Noted People.

A broad general classification of the graduates of the military academy up to date shows that West Point has given us 1 president and 2 candidates for president, 8 presidential electors and 4 members of the cabinet, 29 diplomatic representatives, 24 members of congress, 122 other federal officers, 18 governors and lieutenant governors, 85 members of state legislatures, 124 civil and 178 military officers of states, 64 city officials, 230 educators, 236 railroad officials, 233 civil engineers, 214 judges and lawyers, 22 clergymen and 59 men of other professions, 268 business men, 230 farmers and planters and 172 authors.

Bishop Coleman, of Delaware, takes a long walking trip every summer. Usually he goes alone, but on one occasion several gentlemen accompanied him. The party toured the White mountains. On an August afternoon they stopped, very warm and thirsty, at a farm house and bought several quarts of milk. Even now, though, they were unsatisfied, so the farmer's wife fetched from the spring house no less than three gallons of milk in a pail. Setting this before them, she said: "One would think, gentlemen, that you had never been weaned."

A Chicago man has in his possession a list of peculiar names of Maine citizens. It was written offhand by the late Thomas B. Reed, who used to say that his state could produce more statesmen, foxes, water, deer and peculiar names than any other state in the union. One day, while speaking of this matter, he wrote down this list: Ezek Smith, Hassasiah Jones, Liberty Brown, Calvary Thomas, Hopestill Waters, Bana Bullock, Kilah Manley, Galon Kirk, Summer Allifend, Generous Pascal, Uza Fellowes, Zophan Harum, Diodamia Gilmore, Mesbach Carson, Cotton Milliken, Piram Sproull, Deluva Dickson and Barcillai Sawyer. These men were personally known to Mr. Reed.

The late B. F. Jones some thirty years ago was a partner and bookkeeper in a Pittsburg firm that conducted a small forging shop; a few thousand dollars comprised the firm's entire capital. An employe one day in a moment of carelessness while directing the course of a white-hot ingot of iron through the rollers allowed his cold steel tongs to be drawn along with the half-molten metal. The result was a pair of ruined tongs, but the discovery of a process by which a superior grade of steel could be produced. The workman's accident became the basis of the fortune of \$50,000,000 of which Mr. Jones died possessed.

Jesco Von Puttkamer, the 14-year-old grandnephew of Prince Bismark, is a press feeder in a job printing establishment in Wilkesbarre, Pa. His aunt, Mrs. Mary Royer, with whom he lives is a scrub-woman. The boy's father, Francis Von Puttkamer, was an officer in the German cavalry. About twenty-five years ago, the boy says, he quarreled with Prince Bismark and fled from Germany, giving up home, position and money. In New York he was at one time a dishwasher. He married and two children were born—Marguerite, aged 16, who is now a mill worker in Philadelphia and Jesco.

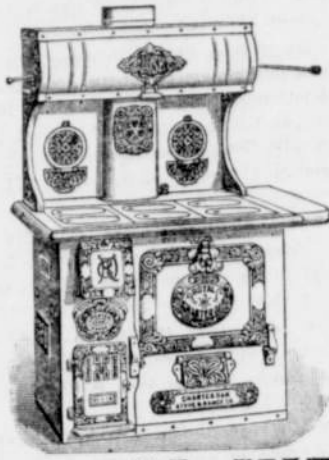
The late Rev. Dr. Boardman, of Philadelphia used to relate the following on himself: "I preached a funeral sermon at one time, and spoke on the resurrection. I am sure I spoke longer than was my custom."

"The undertaker was a man of nervous temperament, and as the afternoon was going he began to be anxious to be on the way to the cemetery. He finally whispered to one of my members: 'Does your minister always preach as long as that at a funeral?'"

"Well," said the brother, "that is a good sermon."

"Yes," said the undertaker, "the sermon is all right, and I believe in the resurrection, but I am afraid if he does not stop pretty soon I will not get this man buried in time."

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Mrs. Belmont ordered him to move, but the hackman said quietly that he had as good a right there as anybody and there he would remain. "I don't wish you to bring any more passengers to my house," said the indignant society woman. "All right, ma'am," was the reply. "I've lived here for forty years and was making a living long before you came. I guess I can get along without you." For a long time there has been war between the wealthy colonists and the hackmen, and now the fight is more bitter than ever.

Notice.

Notice is hereby given that on Monday, August 31st, 1903, the County Board of Equalization will meet at the office of the County Clerk of Tillamook County, Oregon. Said board to continue in session six days and publicly examine the assessment rolls, and correct all errors in valuation, description of land, and other property. All persons interested in said assessments are requested to appear at said time and place, as no change can be made after adjournment of said board.

Dated Tillamook, Ore., Aug. 1st, 1903.
A. M. HARE,
County Assessor.

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