

The Tillamook Headlight

Fred C. Baker, Publisher.

The Parcels Post.

The opposition to the parcels post is developing much more strength than was anticipated. The express companies are naturally fighting such legislation, but wholesalers of various commodities are also adding their influence to the opposition. It is clear that those who favor the parcels post will have to put in their best legs if they get their bill through at the next session of congress. The wholesalers are of course influenced by the sentiments of retailers who are their customers, and who fear that the parcels post will take trade to the cities to the detriment of the small merchant. We believe that their fears are largely groundless; that the parcels post will disturb only a small part of their trade. Traffic by parcels post has its limitations and affects only such articles as are easily handled. The enterprising local merchant is indispensable to his community, parcels post or no parcels post. But even if it does affect a number of retailers it will benefit a much greater number of consumers and allow them a selection of commodities which is not now accessible to them. The people have a right to buy in the cheapest market, to select from the largest assortment and to receive their purchases by mail at the lowest rate consistent with efficient postal service. The parcels post is an expander of trade in general, and as likely to expand as to contract the business of the local merchant in the course of time.

The Packers Are Being Hit.

A prominent member of the beef packer's combine has been indicated by the federal grand jury in Chicago. Indictments are hanging over the heads of several of his confederates. The proceedings are being conducted with considerable secrecy, but the men who are being hit know what is going on in their case. Thus far the proceedings against the packers are for conspiracy, or alleged conspiracy, on the charge of tampering with the witnesses in the beef trust cases. The examinations on charges which involve the actual violation of the anti-trust law are also under way.

It is on the ground that they infringe the antitrust law that the packers have most to fear from the federal authority. Several suits have already gone against them, and these indicate that on criminal proceedings, which are now being instituted, they are open to very serious assault. The pretense of their lawyers that they are not members of a trust is vain. The courts have found that there is a beef trust, and that it is composed of certain corporations. The particular persons who are to be dealt with by the federal courts in the criminal prosecution are members of these companies. They are malefactors in the eyes of the law.

The prosecution of a few of the beef packers will be a fine lesson for the country. It will show the people, including those who are members of the big combines, that the richest and the poorest are on an absolute equality in this country in the eye of the law. If the individual packers who are being assailed are found guilty they will have to meet the punishment prescribed by the statute. President Roosevelt stands behind the courts in New York and Chicago which are proceeding against the beef combine. His earnestness and courage in this crusade for the enforcement of the laws brought the Northern Securities company to grief a year ago, and hit the beef trust at an earlier and a later date. It is a criminal prosecution which is being waged this time, and if guilt is fastened on the accused persons nothing will save them from going behind the bars.

Talk of Big Dairy Trust.

While the dairy men of the country have had cause for complaint at various times, still the tendency has been for them to congratulate themselves over the fact that there has not been a trust to control the market price of their products, as has been the case with the beef men. This feeling of exultation has been particularly noticeable since the enactment of the Groat bill, placing a tax of 10 cents per pound on colored oleomargarine, which was passed in spite of the efforts of the beef trust.

Present indications are, however, that the dairy interests are not to be entirely free of the controlling influences of trusts. According to dispatches a company has been incorporated in New Jersey with a capital stock of \$17,000,000, to be known as the American Butter Refining company. The business of the company as stated, is to produce and deal in milk, butter and food products and to acquire the business and plant of other corporations, firms and individuals.

The ultimate plans of the corporation are, of course not definitely known, but the prevailing opinion is that it is an attempt to form a process butter trust. As is generally known, a large share of the lower grades of butter made in the country are now worked over and sold as renovated butter. Under present conditions there is much competition for this butter from the different manufacturers, but with a process butter trust that would not be the case. Whether or not the New Jersey company intends to enter the western field is not known at this time.

But not only are the process butter men getting together, but is also understood that the creamery men of Iowa are contemplating the formation of a combine. According to reports the nucleus has been laid in Des Moines for the realization of a \$3,000,000 combine which shall eventually include the great bulk of the creameries of the middle west. In the event of these combinations being launched the dairy men will have another opportunity to don their fighting clothes and go after the process butter and creamery trusts in the same way they did after the oleomargarine manufacturers.

Steam and Trolley Merger.

Twenty-five years ago Illinois, Iowa and Indiana were gridironed with narrow gauge railroads projected and built to facilitate traffic for the farmers of those states and give them the advantages of the best market at the smallest cost. In due time the narrow gauge lines were absorbed by the trunk lines, converted into standard track railroads and merged with the dominant systems in their operation as well as in their capitalization.

The disappearance of the narrow gauge road has been followed within the last decade by the electric tramway, which is rapidly supplementing the traffic facilities of the steam railway. That the trolley, like its predecessor, the narrow gauge road, is destined to become the auxiliary of the trunk line railroads is almost a foregone conclusion, with only this difference, that while the ownership of these lines will eventually be the same the motive power will remain electric, with the further prospect that the trunk lines will also be compelled to substitute electric engines for steam engines.

The first big merger between steam and electric lines has just been consummated by the acquisition of 427 out of the 700 miles of electric road in Connecticut by the New York, New Haven & Hartford Railway company. The same railway company is also negotiating for the tramway between Hartford and Springfield, Mass., and is predicted by those in touch with the situation that within a short time all the trolley lines between New York and Boston that reach the New Haven railroad will be in its possession, if it cares to have them. In this way, it is said, the New Haven road would control local short distance competition and prevent the development of long distance competition, making profitable use of the trolley line as feeders for its steam service.

"The railroads in many parts of the country," says the Chicago Tribune, "are beginning to be troubled by the competition of trolley cars. Interurban electric lines do not affect the railroads' long distance traffic, but in some localities they are cutting deep into their local business. The New York, New Haven & Hartford has adopted the policy of getting rid of this new form of competition by buying up the trolley lines and running them itself."

"Some railroads have adopted a different policy. It is said that the Lake Shore, which is reported to have lost 60 per cent of its local passenger business in Ohio because of trolley lines, intends to enter into more active competition with the electric roads by which it has been paralleled. The Chicago & Alton is preparing to do that. This line is having a number of small engines built, which will draw trains of two cars each between Dwight and Bloomington, a distance of fifty miles. A rate of fare which will meet trolley rates will be granted, and stops will be made an average of every two or two and a half miles. The results of the Alton's experiment will be studied with interest by railway managers. If it proves successful other steam roads which are paralleled by electric lines will doubtless follow the Alton's example."

"The railways are beginning to be worried not only over the effect of trolley competition on their local passenger business, but also over the possible future effects of its competition on certain classes of local freight business. The interurban electric line is built to carry passengers, but in time it may find it profitable to add freight to its passenger business. This touches the railroads in the tenderest point and may be expected to cause many lines to enter into sharp competition with their trolley competitors for the purpose of crushing them before they grow too strong."

"The trolley line will decline to be crushed, though it may be bought up as in Connecticut. The principal result of the contest between electricity and steam will be better service to the public."

The Telephone in War.

"Among the many things the Japanese have done during the war which they are now waging," says the Electrical Review, "and which have attracted the attention of the world, their use of the telephone is one. When the war first broke out, and while the question of supremacy on the water was undecided, they made good use of wireless telegraphy. By this means the main fleet kept in touch with its scouts and, indeed, in the final conclusive battle of last August, in which the Russian vessels left the harbor to attack a few apparently unsupported Japanese vessels, the latter called up the main Japanese fleet, then out of sight, but in waiting, by means of wireless telegraph. On land the Japanese have erected telegraph

lines as they advanced and kept the government in Tokio in constant communication with all of the armies, and each army in touch with the other.

"But to keep the commander of a single army in constant touch with his division commanders, the telephone has been used. As each advance was made, or a trench was dug, connections were made with headquarters by telephone. Thus, not only was all important information transmitted immediately to the commander, but fighting was directed from the latter point by the same means. The commander was able to direct the fire of the guns and to order advances when the proper time arrived. The telephone in this service has taken the place of the courier, and does the work better and more quickly. By its ability to communicate instantly with many and widely separated points, not only are the army's operations directed more effectively, but one commander is enabled to command a larger force than was possible under the old system."

By a plurality of 25,000 votes, the citizens of Chicago have demanded immediate municipal ownership of street railways, and Judge Edward Fitzpatrick Dunne, the Democratic Mayor-elect, is by this fact brought into National attention. Chicago is the first great city to attempt municipal ownership on such a large scale, and the experiment will be watched with great interest, not alone in this country, but in Europe as well. That the experiment will result in increased taxation, for the first few years at least, there can be little doubt. That it will develop a mighty political machine is feared. In any event, the large vote means that the people of Chicago are determined to make the attempt, and it must be met fairly and squarely and fought out. With the smoke and noise of the campaign eliminated, there stands out the fact that in order to secure the Union Traction lines and the Chicago City Railway lines, the city probably has to pay \$100,000,000. It is also proposed to expend an additional \$50,000,000 in rehabilitating these properties. In order to meet the interest charges alone, the roads, must yield considerably in excess of \$20,000 daily. This takes no account of running expenses or sinking fund for wear and tear and new equipment or damage suits or payment of the principal debt.

Establishment of the automobile line of the Central Oregon Transportation Company, which will operate between Crosskey and Bend, a distance of 75 miles, covering all of the distance between the end of the Columbia Southern Railroad at Shaniko and Bend, except 18 miles, is of the greatest importance in development of Central Oregon and will be instrumental in much more rapid population of that section. The first of the three automobiles for the service will go into commission the first of next week and the other machines will follow soon.

Telegraphic communication with Dharmasala has been restored. The latest accounts show that the earthquake in India was even more disastrous than at first believed. Of a total population of nearly 5000 in the town of Kangra, it is believed that only 500 are left alive. Many of these have fled.

A scientist says the human race has 3,000,000 years more to occupy the earth, and then the birds will have the planet all to themselves. The sparrows and owls will expect to take the land but it is safe to say that the American eagle will hold his own.

A San Francisco paper opposes immigration from Japan on the ground that races not assimilable can not occupy the same land together in peace. There is a prospect that the Japanese, in any case, will prefer their new opportunities in Korea and Manchuria.

If the Japanese had waited until spring fully opened they would not have had such an easy time with Kurapatkin's big army and its cavalry, largely superior in numbers. The Japanese advance was timed with their useful judgment.

The czar is represented as saying that Russia can not stop the war without acknowledging that she is whipped. Telling the truth is always a last resort in Russia, which might be willing to acknowledge herself whipped if she was not so badly whipped as she is.

A lemon pie from a big bakery in Chicago was analyzed and found to contain no lemon, butter or eggs. The compound was starch paste, in combination with various products of coal tar. But, then, the Chicagoan gets no chemicals in his drinking water.

The city of Cleveland, Ohio, has decided to admit men of medium size to its police force, on the ground that, physically, they have the most strength and endurance. Perhaps the Japs are responsible for this idea.

The Russian army may be said to have been exiled in Siberia in a body, and, for a summer campaign, that may not be so bad, provided irations are not cut off.

If there are any Rough Riders left who are not holding office it must be that they do not desire government positions, or have neglected to make their wants known.

Conscience.

TO THE EDITOR TILLAMOOK HEADLIGHT.

Men who believe in the church of Rome fought side by side with men who believe in the bible and men who believe in light of conscience in the great rebellion. We live together as neighbors without distinction. Why can't there be a church in which we can praise the name of God that is broad enough to accommodate each and all of us? The church, the bible and the consciences of men impress us with the importance of fellowship. Antagonism is no mark of a Christian. God is the judge, before whom we stand or fall if we comprehend him through the church, and then live a lie, we would surely be self-condemned if we read the bible and then fail to apply it, or if we cultivate a clear conscience and then deviate from its pure principles, we are no better. Whether we hold to the church, the bible, or conscience, the all important point is to live a right life before God. We make a mistake if we do not recognize a man who is justified before God. If one half the effort that is exerted to antagonize were used to harmonize Christians, there would be a church that abounds in charity, where all men could enjoy respect for their peculiar belief and feel encouraged to try to be a man amongst men. In God we trust. If we stop to wrangle as to whether the church, the bible, or the conscience is the right way to worship we lose sight of God and prohibit the right of choice. Men who worship God from dictates of conscience are more apt to be liberal than those who worship from dictates of church or bible. God's approval is worth more than a great number of communications.

J. C. GOVE.

Sermons Boiled Down.

He moves no one who cannot be moved.

Happiness is only incidental; rightness is essential.

Repentance is a good road but a poor residence.

No amount of culture can polish patty into pearls.

The hypocrite always has a keen nose for the heretic.

The fear of the Lord is a good foundation for any life.

A flow of language is not the same as a flood of love.

The lust for revenue soon slays the love of righteousness.

The sunshine works as great reforms as the thunder storm.

Fussiness is often mistaken for fruitfulness—by the fussy.

Flattery is only a loan, and always at a high rate of interest.

Opportunity's doors are only holes that we must knock in the walls of difficulties.

The life may be growing best when it thinks least of gaining.

He is dead already whose only thought in life is how to make a living.

They who have religion by proxy will get its rewards in the same way.

The difficulties that dishearten the small man only determine the great.

It takes more than credit with the grocer to keep the heart from starving.

One does not have to become an old woman in order to be a new man.

Where there is no faith in the possibilities of men faith in the power of God does little good.

SPRUCE.

Garden making is right in the push. Jennie Blanchard visited at A. Kinnaman's this week.

I. Hiner and family, H. Foland and family, visited Pleasant Valley Sunday.

Mr. C. Blanchard took Miss Effie Holt to town Saturday. She was accompanied by her brother from Blaine.

Mrs. Mabel Wood and children, of Pleasant Valley were visiting at A. Kinnaman's Wednesday.

Mr. H. Booth has been working at Beaver this week.

Rev. White was a caller at A. Kinnaman's Tuesday.

There is more road work going on up East Beaver.

John Creevy, of Blaine, passed through our vicinity Thursday.

N. J. Dye took dinner at Albert Kinnaman's Wednesday.

Lou and Clyde Kinnaman have quit work at the Yellow Fir mill.

Frank Dye passed through here enroute for Tillamook last Friday, looking quite sleepy. He had been wrestling with the tooth ache.

Mr. Sherwood, of Little Nestucca, has been hauling lumber from Mr. Wist's mill.

Dr. Mills passed through here Wednesday, on his way to see Grandpa Farmer, who is very sick.

The meetings at Pleasant Valley are still going on. Bro. Hankins returned home almost worn out and sick. But Bro. White is still doing some excellent preaching.

\$100 Reward. \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure not known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

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