

Editorial Snap Shots.

Tillamook is a boss county—for road bosses, toll gate bosses, heavy taxation bosses and bond plaster bosses.

Tillamook needs public men who will endeavor to develop the county, not those who bottle it up with toll roads.

Have you been kicking like a hay steer because your taxes were steep this year? Don't kick please, for the road boss must be paid a fat salary.

W. B. Smith, the political seer of Nehalem, gives it as his opinion that if Tillamook City goes on increasing its bondage indebtedness there won't be many persons left in the city.

It was stated when the water agitation was on there would be boom times in this city when the pipe line was being constructed. What kind of a boom is it, anyway, if it is not a boomerang.

William Reid claims that he is going to have his railroad built into Tillamook by October. It can't come too soon—that is if it is coming. It is always well to put in that proviso.

As a medium for advertising the newspaper is probably the only one that can be classed as "indispensable" and successful business men everywhere are frank to confess that much of their success is due to liberal newspaper advertising.

We wonder whether Chief of Police Hunt strutted up and down the main streets of Portland on Tuesday to show himself off? We guess not. This political potentate has had the starch taken out of him by Williams' defeat, so his clothes must look baggy.

Some people think if they have a newspaper to back them in running for office they have the bull by the horns. See how easy it is to be mistaken. With the Oregonian and the factional republican machines boosting him, Williams went down to defeat. Query: Where does the influence of the Press come in?

Why is it that the population of Tillamook county does not increase? We will answer that question by asking another. How can you expect it to when the county is bottled up, tied-up with antiquated toll roads? This toll road octopus is not only keeping home seekers out of the county, but is helping to depopulate the county.

The Portland, Nehalem & Tillamook Railway Company has bobbed up again and taken the wind out of the Headlight man by making the statement that trains will be running from Portland over the new line to Nehalem and Tillamook by October 15 at the latest. We hope and pray that this may prove true is the sentiment of every Tillamooker. There is nothing like getting the road built in quick time. But— But—

If the county court will persist in employing a road boss and wasting a lot of money in this boss, bossism business, why don't the county court call for bids and let the boss job out to the lowest bidder? When there is a little job of printing amounting to a few dollars, the county clerk is instructed to call for bids or go to the print shops and see where he can get it done cheapest. The same rule ought to apply both ways.

It is the general opinion amongst the dairymen of the county that their cows are doing remarkably well this spring, and every indication goes to show that Tillamook county will manufacture more cheese this year than it has ever done before. It is going to be a crackerjack year for a big output of cheese, which will cap the climax with at least one million pounds, for all the factories are turning out cheese, and to give some idea of the increase in the product, two of the factories are receiving over 31,000 lbs. of milk daily between them. With good grass weather and with every indication of a bumper hay crop, and with plenty of green feed for their dairy herds up to the beginning of December, or even later, the dairymen will be in clover this year if anywhere near the average market price prevails for cheese.

The Salem Capital rightly says that reputable newspapers do not like to say harsh things of anyone. It is a mistaken idea that the papers prefer vilification in their news columns to commendatory articles. Some newspapers may, but they are few and far between, and the distance between is growing still wider; nor would any paper that pretends to stand for decency hesitate for a moment to make every honorable amend when it is shown that a wrong has been done. The newspaper of today is the friend and upholder of the clean people every where. The reputable citizen has nothing to fear at the press. On the contrary, the present day newspapers aids and protects the reputable community. It is only evildoers and lawbreakers that need fear the sayings and influence of the press. They and they alone are the ones who gain the injurious protection of the ridiculous libel laws that mar the statute books of some of the states and hamper the press in its efforts to secure justice and fair treatment for all classes of people.

With all the influence of the republican political machine to back him and the support and influence of the Oregonian, and in a city that is overwhelmingly republican, George H. Williams met his Waterloo in Portland on Monday when he was a candidate for reelection for mayor of that city. The first had break that Williams made was in deciding to allow a few men to monopolize and run the gambling houses, which brought him into disrepute with the best class of the people and antagonized the gambling fraternity. Instead of enforcing the law he undertook to say how and in what way they should be enforced. If we are to believe Portlanders who come to this city, they say Portland has had one of the rottenness administrations in its history. And even the mighty Oregonian, in its struggle to save its old friend from defeat, could not stop the popular clamor for a clean administration of city affairs, for instead of helping Williams' candidacy the Oregonian, by its constant and bitter attacks upon members of the municipal and ministerial associations brought about Williams' defeat. If the coming democratic administration of city affairs does not turn out any better than that under Penneyer, it will be on a par with the recent grafts and scandals in that city.

There is not much use of you wasting your energy trying to induce people to locate in Tillamook until a railroad is built and the toll roads are cut out," said one of our citizens to us the other day. We have seen this for a long time. As there is only one thing to do, and that is to exert our energy to securing a railroad. But that looks a monster task to undertake, yet that is what is most urgently needed to make Tillamook one of the best manufacturing counties in the state. And as a business proposition what are the business men and capitalists of Portland willing to do to open up this rich undeveloped country and valuable feeder to that city? Let's see how big hearted and willing the people of Portland are to help a class of industrious people, who have been toiling on with perseverance and determination, yet uncomplaining and with a hope that the county they have turned into the best dairying section in Oregon will see the advent of the iron horse to take their products to market, to say nothing of thirty-five billion feet of standing timber waiting to be manufactured as soon as a railroad is built to get it to market.

County Judge Conder is trying to appear funny. He says the road master is going to resign and he is going to appoint the Headlight man in his place. That is a awfully kind and considerate of the county judge, but as the editor does not desire such a useless, unpopular office, which the taxpayers are justified in kicking, for it is a willful waste of public money to pay so many persons to boss one another in road work, so on that account the pencil pusher cannot be induced to accept. The only thing that will satisfy public demand is to cut the road master out and repeal the law at the next state legislature, for it was only put there by a political trick and to give a politician a soft job. For the information of the people who may not know how the law was passed creating the office of road master, here it is in a nutshell: A county judge was elected in Multnomah county who was objectionable to certain politicians, so they passed a bill in the state legislature depriving him of his authority, with the exception of the probate business, and investing the affairs of that county in the hands of four commissioners. This courts held was unconstitutional. One of the commissioners had to be dropped, and to give him a fat, lucrative job, the road master law was incorporated in the road laws and passed the legislature. The deposed county commissioner in Multnomah county was immediately appointed road master, and strange to relate, his name was Steele, so we have always looked upon the road master law as a political steal. That is the inside history of the law, and only goes to prove how slick the politicians humbug the taxpayers and work a graft. Tillamook county got along well enough without a road boss in previous years, and it will do so again when the taxpayers have an opportunity to show their indignation at this road bossism.

Dr. P. J. Sharp, the experienced dentist is located in Dr. Wise's dental parlors, and is prepared to do nothing but first class work and give the best of satisfaction. If your teeth need fixing call upon him.

Deafness Cannot be Cured by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflammation of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a humming sound or imperfect hearing, and when it is entirely closed, deafness is the result, and so long as the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed by Catarrh, which is nothing but an inflamed condition of the mucous membrane.

Rear-Admiral Enquist, who was commander of the heavy cruiser squadron of the Russian fleet, arrived in Manila Bay at 9 o'clock on Saturday morning on his flagship, the protected cruiser Aurora, accompanied by the protected cruisers Oleg and Jemtchug. All the vessels were more or less damaged and there were many wounded men on board.

COMMISSIONERS' COURT.

Toll Roads are Leased for \$1,401 to L. L. Shortridge.

The Board of County Commissioners met on Monday, with County Judge W. W. Conder, and Commissioners Geo. W. Bodyfelt and Geo. Loerpable present, when the following business was transacted:

In the private way of necessity for C. W. Illingsworth, it was ordered that F. L. Sappington, John Hickey, and Harry Crane be appointed to view out and locate a gateway 30 ft wide; to meet on Tuesday, June 20.

In the matter of the purchase of the Big Nestucca Toll Road, it was ordered that the County Court draw a warrant on the County Road Fund for \$1000., to pay for the road.

In the matter of the petition of M. W. Harrison, to make crossing under public road, it was ordered that the petitioner be permitted to make such crossing.

In the matter of the taxes on lot 9, block 67, of Pacific addition to Bay City, the same to be cancelled.

In the matter of the deed of C. & E. Thayer, of a road in Tillamook County, the same was accepted.

In the matter of the bid of the Nestucca Toll Roads, the bids of L. L. Shortridge, for \$1,401.00, to lease the roads for eleven months, was accepted, his being the only bid on file.

The County Clerk was ordered to draw a warrant on the general fund in favor of W. W. Conder in the sum of \$20.36, for overpaid taxes on property in Stillwell's addition.

Petition of W. B. Smith for rebate on poll tax was allowed.

Table listing various items and amounts: W. W. Wiley postage, Portland Mill and Fixture Company, O. P. Mattoon, H. B. Johnston, A. K. Case, E. O. Snuffer, two plows, Tillamook Lumber Co., S. J. Sturgeon, County poor, Tillamook Telephone Co., Jos. Effenberger, James Thompson, deputy road supervisor, Henry Tohl, merchandise, Fred Zaddack, A. W. Hare, salary, C. A. Johnston, salary, The Irwin Hodson Co., W. W. Wiley, salary, K. Mills, salary, Ruth Cooper, Grading papers, G. B. Lamb, salary, Thos. Coates, do., C. H. Woods, do., R. W. Watson, do., G. B. Lamb, stationery, J. W. Rowland, do., A. W. Severance, envelopes, Amanda Tinnerstet, grading papers, F. L. Sappington, for plans and specifications, Tillamook City, for Street Improvement, W. W. Conder, salary, Geo. Loerpable, do., W. W. Bodyfelt, do., Yellow Fir Lumber Co., S. B. Hill, do., Joe Bixby, do., Wm. Kimball, do., Emmet Jenkins, do., ROAD DISTRICT NO. 2, A. Carlson, do., C. Erickson, do., Harvey Williams, do., Wm. Kimball, do., Frank Buttz, do., Clifford Hiner, do., Geo. Davis, do., M. Jacobs, do., W. Forester, do., M. J. Toddhunter, do., E. Fishbocker, do., Emmet Jenkins, do., B. Ross, do., A. Plasker, do., C. Plasker, do., E. Erickson, do., C. McKillip, do., Lee Forester, do., A. Weiss, do., E. Hantsinger, do., N. Olson, do., V. Jacobs, do., Wm. Jolly, do., D. Billings, do., B. Jacobs, do., Ray Barton, do., J. E. Mattoon, do., G. Forester, do., C. McKillip, do., E. W. Stanley, do., W. Day, do., ROAD DISTRICT NO. 4, Charley Blum, do., Fred Blum, do., Alvin Blum, do., John Simmons, do., Henry Simmons, do., James Simmons, do., Charley Desmond, do., L. Benton, do., Ben Turner, do., Boston Turner, do., M. Woods, do., Adolph Shields, do., Pete Norberg, do., Riley Simmons, do., Henry Zurluh, do., Lewis Norberg, do., D. Darby, do., ROAD DISTRICT NO. 5, I. W. Hiner, do., Ralph Welch, do., Frank Dye, do., Ira Spencer, do., Oscar Bodyfelt, do., Geo. Kellow, do., N. J. Dye, do., D. F. Coulson, do., A. Wells, do., Bill New, do., S. B. Hill, do., Jim Sherwood, do., Charley Sailing, do., Charley Woole, do., R. O. Richards, do., R. V. Blalock, do., P. R. Coulson, do., John Creacy, do., ROAD DISTRICT NO. 1, R. J. Hicks, do., Wm Crawford, do., Fred Kabba jr., do., S. Larsen, do., Wm. Norris, do., L. Linkhart, do., G. R. McKimans, do.

HEADQUARTERS FOR DAIRYMEN'S SUPPLIES AND STEEL STOVES & RANGES. We carry a Large Stock of Hardware, Tinware, Glass and China, Oils, Paint, Varnish, Doors, Window Sashes, Fine Line of Choice GROCERIES. Agents for the Great Western Saw. McINTOSH & McNAIR CO., The Most Reliable Merchants in Tillamook County.

Table listing names and amounts: A. Zimmerman, Geo. Hall, A. A. Handy, John Ek, Bayard McKinnans, Bud Steele, Albert Crawford, Fred Kabba, Alvin Thompson, Geo Cox, Emil Anderson, G. M. Knight, E. R. Bales, H. Rittenhouse, Wm. Dearby, M. Beeman, Christ Hanson, Arnold Hanson, H. R. Thompson, Ray Thompson, Gust Davidson, W. B. Smith, Fred Witte, Frank Wakeley, Willie Snyder, Henry Christensen, S. Christensen, Kendel Seovel, ROAD DISTRICT NO. 2, John Alesg, Wm. H. Hoskins, Lee McFalls, Roe McFalls, W. S. Hare, W. H. Hickey, W. H. Hoskins, team, W. H. Hoskins, stump puller, Chris Hansen, Arnold Hansen, Ed. Jacoby, W. E. Knight, Nels Nelson, Bert Mapes, M. Ripley, Lou Smith, Chris Schlappi, A. Schlappi, Wm. Swan, H. Perry, Abe Simmonds, H. B. Karr, C. Tilden, Geo. Regan, Wm. Kennedy, M. Robinson, H. Mitchell, Otto Shearer, Aug. Shearer, Wm. Richardson, Chas. Illingsworth, John Johnson, G. Marshall, F. M. Shearer, Dick Johnson, J. Paquet, L. M. Alleg, D. Trowbridge, F. P. Hobson.

The Japanese losses in the battle of the Sea of Japan were 113 officers and men killed and 424 officers and men wounded. The completion of the revised list shows that the losses were under the original estimates. The flagship Mikasa was the heaviest loser, 63 killed and wounded.

STEVENS. Book on FIREARMS--Free! WE WANT every out-door man or boy to have all about the famous STEVENS' Rifles, Pistols and Shotguns. We therefore have compiled a valuable and interesting illustrated book, telling not only all about STEVENS' arms, but containing useful and interesting information on hunting, shooting, sights, ammunition, how to handle and care for firearms, etc. This we will send you FREE for four cents in stamps for postage.

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A. & C. R. R. TIME CARD. EFFECTIVE SEPTEMBER 4 1904. Leave PORTLAND, Arrive, 8:00 a.m. Portland Union, 11:10 a.m. depot for Astoria, 9:40 p.m. Leave ASTORIA, Arrive, 7:45 a.m. for Portland and way points, 11:30 a.m. SEASIDE DIVISION, Leave ASTORIA, Arrive, 11:35 a.m. for Seaside Direct, 5:20 p.m. Leave ASTORIA, Arrive, 8:15 a.m. for Warrenton, 9:45 a.m. 5:50 p.m. Stevens, Seaside, 7:40 a.m. Leave SEASIDE, Arrive, 4:30 p.m. for Astoria Direct, 12:30 p.m. Leave SEASIDE, Arrive, 6:15 a.m. for Warrenton Ft. Stevens, Hammond, Ft. 9:25 a.m. 9:30 a.m. Astoria, 7:20 p.m. Additional train leaves Astoria daily at 11:30 a.m. for all points on Ft. Stevens branch, arriving Ft. Stevens 12:30 p.m., returning, leaves Ft. Stevens at 2:00 p.m., arriving Astoria 2:45 p.m. \* Sunday only. Through tickets and close connection via N. P. Ry. at Portland and Goble and O. R. & N. Co., via Portland. J. C. Mayo, G. P. A.

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