

The Tillamook Headlight.

Fred C. Baker, Publisher.

Getting Scared.

The Astorian is afraid that the local option law will cut quite a swarth in the city by the sea if the saloon keepers will persist in violating the law. No one believes for one moment that Astoria is liable to go "dry," any more than they did less than twelve months ago that Tillamook would go "dry." But it went "dry" because saloon keepers violated the law and imagined they were "it" to do just as they pleased. The Astorian sees what is liable to happen in Astoria, for it says: "There is a laxity of enforcing the laws and ordinances against permitting minors in saloons. It is this fact that is building up a strong sentiment in Astoria in favor of local option. If it is carried, which seems certain, especially in the east end, the success of local option can be attributed to two things. The non-enforcement by the police and the violation of the ordinances by the saloon men. No respectable saloon will tolerate a minor or allow him to be in his place of business, and the result will be, that the lower grade of saloons will be closed up, and it is a matter of a very short time when the results in Uniontown will obtain in other sections of the city." The Astorian, as well as other newspapers in the state, will eventually come to the conclusion that the local option law is a good club to hold over saloon keepers who persistently allow minors to frequent their places of business. Disreputable saloon keepers, who attempt to turn bright, but innocent young men into saloon bums and gamblers, and who are a curse to any city and a menace to those who strive to conduct saloons without violating the law, will find in future they have to reckon with a public sentiment that is opposed to saloon keepers being openly allowed to violate the law, while the respectable citizens comply with the law. It is getting to be a thing of the past to privilege saloon keepers to break the law and pull other people for doing the same thing.

The Cost of Violence.

The Detroit Free Press has an article on disturbed business conditions in Chicago in which it is said that, in a large section of the country, "Detroit is a better purchasing point and distributing point than Chicago, and it has already begun to take care of a business that Chicago could not attend to. That business will never go back to Chicago, even if that city succeeds finally in adjusting its labor matters so that there will be only one serious strike a year, instead of every six months." The same paper remarks that all the leading lake cities, and some others, are profiting commercially from the long-continued reign of lawlessness in Chicago, for trade takes the line of least resistance, and once lost, especially on account of chronic public disorder, is not easily regained.

At its recent city election Chicago was exclusively concerned about the municipal ownership of the street railway system, and it put in the mayor's chair a man who lacks the principle or the grit to stand up for law and order. Perhaps Mayor Dunne does not know that by his laxness in this respect he has inflicted more harm on Chicago than all its other chief executives combined. How much business has been driven away, and how much more is likely to follow, can not be closely estimated, but it is plain that the amount in the aggregate is immense. For months the Chicago dispatches have told the same story of unchecked violence, with a long list of fatalities and injuries. That Chicago's business would suffer under such circumstances was certain, and now the papers of other cities are beginning to give the particulars of the transfer of trade.

As to the Next Governor.

It is of interest and seriously to be taken note of that the papers of Oregon are for the most part giving first place in the list of candidates for governor to Dr. Withycombe, it being recognized that the man owns the qualities in character and ability especially needed in this high office. The following is from the Salem Journal: "Dr. Withycombe, for six years director of the Corvallis Agricultural College, is the leading aspirant for the republican nomination for governor. "He is a substantial farmer, having about a thousand acres of land, that is well stocked, well watered, and he is really in independent circumstances. "An actual taxpayer and producer from the soil might make a good candidate for the republicans to nominate, and he will allow his name to stand on the direct primary.

"Of course, a nomination under the direct primary system does not ensure an election. A candidate must still make his campaign and must have a majority of the people back of him.

"The political managers better keep their eye on Dr. Withycombe. He stands well with the Grange. He has held scores of farmers' institutes all over the state.

"He has not only farmed the farmers but he has actually farmed a farm and can do it again if he does not get the office he seems to be going after with some system.

"The republican candidate to run well would have to mean something to the taxpayer and to the producer. For it is a fact that no man is sure of an office these days unless the people understand his program.

"To be sure of election he must not only be a good man but he must have a good program and have the character, the ability, and the integrity to put it into execution.—Albany Herald.

How Farmers Built a Railroad.

In a recent number of World's Work appeared an interesting article giving an account of how the farmers of Ramsey county, N. D., built a railroad without the aid of outside capital or borrowed money.

These farmers hauled their grain—often a distance of twenty-five miles—to Devil's Lake, the county seat, through which the Great Northern Railway passed. It kept the farmers hauling grain all winter. They asked James J. Hill, president of the Great Northern railway, to build a branch line from Devil's Lake up through their section. Mr. Hill said he could not build. Six of the largest farmers met at a school house. One of them was Joseph Kelley, who owned 900 acres of land, and who hauled his wheat fifteen miles to Devil's Lake. Mr. Kelley said: "If the Great Northern won't build, we will build." And the farmers built a railroad twenty-five miles long.

They asked every farmer who hauled grain to Devil's Lake to subscribe. Some subscribed \$25; others \$50. They raised \$50,000. They sent a farmer to Duluth to buy ties, another to St. Paul to buy old rails.

A land promoter was building a small branch line out to Devil's Lake to the south, and they got him to survey the road. They hired section hands to lay the track. But they needed more money. They bought land along the line and laid out three towns, sold the lots and used the money to buy an old engine, a day coach, and four boxcars from the Great Northern.

Then the road was started. It will stop for any farmer at any place. Last year, the road made its expenses; it hauled 60,000 bushels of wheat. This year, with the railroad at hand, the farmers planted more wheat and the road will haul 2,000,000 bushels.

Fast Railway Trains.

Recent announcements by American railway companies indicate that within the next few weeks the distinction of operating the fastest long distance trains in the world will be enjoyed beyond dispute by this country. For years the run of the Empire State Express from New York to Buffalo was without a parallel. Recently, spurred by a spirit of emulation to greater enterprise than ever before, one of the British lines has nearly equalled the performance. At the International Railway Congress in Washington last month Arnold Kramer asserted that one train between London and Edinburgh now develops a mean speed of 53.3 miles an hour, thus matching the Empire State Express in the rate at which it moves, though doing so for a shorter distance. The New York Central maintains its speed for 439 miles and the British road for 393.

When the Twentieth Century Limited cut down the time from New-York to Chicago to twenty hours, or 49 miles an hour, a new and proud record was made. For two or three years American ascendancy was unchallenged. Of late France has called it in question. She has a train which travels 50 miles an hour for 674 miles (from Paris to Nice), an interval only two-thirds as great as that which separates New-York and Chicago; yet a few of her more vain-glorious citizens feel justified in calling it "the fastest long distance train in the world." The pretence is absurd, but the last excuse for it will disappear when the New-York Central and Pennsylvania roads put into effect their new schedules. The Twentieth Century Limited will then travel 51.42 miles an hour, and the proposed train by the Pennsylvania route will run 50.67 miles an hour. Into the purely commercial phases of the rivalry between these two companies perhaps it would be inappropriate to enter; but it is legitimate to notice the fact that the Central was the first to set the pace and to redeem the honor of the country.

The credit of operating the fastest trains for shorter distances than 100 miles has belonged on this side of the Atlantic for several years. Nobody ventures to rob the United States of it. Just now the record is held by the "flier" of the Reading road, between Camden and Atlantic City. The patrons are obliged to spend additional time on the ferry from Philadelphia, a drawback to any railway journey, but when the train is once under way it travels 55 1/4 miles at the rate of 67.96 miles an hour. Nearly as good service is rendered by the Pennsylvania company over a parallel route.

Probably no one but a practical railroad man fully appreciates the improvements which have made possible recent advances in speed. Faster locomotives are essential, of course, but so are several other things. Without the elimination of grade crossings and curves and without better roadbeds than existed ten or fifteen years ago, it would not have been safe to run any faster now than then. More elaborate systems

of signalling and track inspection than were once in vogue have also conduced to the same result. In the mean time these and other innovations have promoted the comfort of railway travel. A man can ride fifty or sixty miles an hour to-day with less jar, lurching and consciousness of movement than he endured when he went at half that speed twenty-five years ago. And the limit has not been reached.

I Did It Before I Thought?

TO THE EDITOR TILLAMOOK HEADLIGHT. How many of us can look back to an action that was unguarded by thought, that ended disastrously? A little child acts from impulse without discretion. When it arrives at years of accountability we say he should think first. Christ advised the return to childhood as the first requisite to the kingdom of God. It is just as necessary to be prepared to act from impulse as it is to be qualified for any other undertaking. A doctor must study medicine, a lawyer, law, a farmer the nature of plants and domestic animals, etc., in order to be a success. To be successful at anything is better than to be a failure at everything. Christianity claims the ability to change a man from having to think of what he is going to say, or how he is going to act, or what he is going to do, to an impulsive life, free from law and order, the absolute sensation of doing as you please. This brings a Christian face to face with a lunatic asylum, for to give away to impulse is just what every insane person does. My kindest advice is not to yield to impulse until prepared to do so, for every one of those people who do have to regret. To them an asylum is a cross every moment, but if I should want to rest or recreate, I would go over to the asylum. The doctors at the asylum tell me that I haven't any right there, but I never saw a minister yet that would agree with them. The difference is between being prepared and unprepared. The Egyptians were drowned by assaying to do what the Israelites did. If we follow our impulse, the preacher who imagines that God has a great work for him to do is out of a job. If we use our own light we don't have to be guided by others. That is what characterizes an American man or woman. J. C. GOVE.

Governor Folk sent a letter to Sheriff Hergel, of St. Louis County, directing him to arrest the racetrack people who are operating there in violation of the law. The Governor concludes: "If the local facilities are not enough to enable you to uphold the authority of the state, the executive will furnish you such as will only sustain the law."

That this year will experience the greatest invasion of grasshoppers that California has ever seen, is the statement made by Professor W. C. Woodworth, associate professor of entomology at the University of California. Letters have been received from all parts of the state and so urgent has been the call for help that Professor Woodworth will leave Berkeley soon to visit the fields where the pest is operating, and to help in the fight against its depredations.

For the first time in its history, the Legislature of New York State will meet in special session this summer for the purpose of formally expelling a Justice of the Supreme Court. The last occasion that this power of Legislature was invoked was during the exposures following Tweed's downfall, when three Supreme Court Justices who had worked hand-in-glove with the old Tammany boss, were stripped of their judicial ermine. But that was at a regular session. The machinery of the law is now being invoked by a Republican Governor to enable a Legislature overwhelmingly Republican in both branches to retire a Republican Judge. The person who will be removed is Warren B. Hooker, long a Congressman and longer still an influential Republican politician in the upper section of the state. There is not a doubt in the world but that he will be put out, and every big Republican in the state has begged and implored him to resign, but he is stubborn.

James Dalrymple, chief of the municipality-owned traction system of Glasgow, for whom Mayor Dunne sent for advice shortly after he was elected on a municipal ownership platform, has ended his 12 day visit in Chicago firm in the belief that the Mayor's scheme to municipalize the Chicago traction system is not practicable under existing conditions. The part politics plays in the administration of the city's affairs is, in the opinion of the Scotch expert, the rock on which municipal ownership and operation, as outlined in present plans, will go down to destruction. The Scotch expert has convinced Mr. Dunne that his conclusions are right in part, and the executive and radical municipal ownership men are in consequence considerably disconcerted. In fact, the fervor with which the enthusiasts welcomed the Scotchman to Chicago completely disappeared at the time of his departure, and in its place there was a pronounced chillness. Mr. Dalrymple has not as yet submitted a formal report, and he will not do so for several weeks after his return to his native land, but his views have been given in confidence to the Mayor and his associates on two or three occasions in a fragmentary way, and they were reiterated at the final meeting just prior to the departure of the visitor.

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