

COHN & CO.'S

Big Stock of

SUMMER GOODS!

JUST RECEIVED.

Neck Wear—New stock of the Latest Varieties in Neck Wear, in the Latest Colorings and Shapes.

Hats—We claim the largest and newest stock of Hats ever shown in the city. Straw Hats, new patterns and styles.

Gloves Twenty Dozen Men's Gloves just received. We have the largest assortment in the city.

Ladies' Summer Goods—In Ladies Summer Goods our stock is larger and variety greater than ever you know Our prices are right.

New Lawns, New Calicoes, New Dimities, New Cambras.

FLOUR, Have you tried a sack of the Famous Wasco Flour? If not, do not forget it. It is the best that Bluestem Wheat can make. This boat has 1,000 sacks of it on board for Cohn & Co.

Coffee. Our Diamond C Coffee is much better than any for the price. Only 20 cents a pound.

Dried Fruits We have just received a large assortment of Fancy Dried Fruits: Prunes, Apricots, Peaches and Fancy Evaporated Apples. Choice Dried Prunes 20 cents for one dollar.

Groceries, Flour and Feed
Our stock of Groceries, Flour and Feed is larger than ever and our prices defy competition. We are the leaders of low prices.
Tea Garden Drips our specialty. M.J.B. Coffee our best.
Wyandotte Cleanser is indispensable for the dairy.
New Olives just in. Powerine will almost clean without rubbing.
Spider Leg Tea reduced to 25 cents a pound.

Bring us your Dry Hides, Butter and Eggs and get the Highest Market Price for them.

COHN & CO.,

THE LEADING MERCHANTS.

RED FRONT SHOE STORE.

Is now located in the Store formerly used as the Model Restaurant, where LADIES', GENTLEMEN and MISSES', CHILDREN FOOT WEAR of the latest and best quality will be constantly kept in stock.

My experience in the shoe business for 30 years give me the advantage in selecting boots and shoes suitable for the Tillamook trade. The public are cordially invited to examine my goods and get prices before purchasing elsewhere.

The Red Shoe Store is the only Boot and Shoe Store in Tillamook county.

All goods purchased of me will be repaired at the following rates:

Men's Shoes, half soled	-	60c.
Ladies' " "	-	40c.
Misses' " "	-	35c.

P. F. BROWNE, Salesman

Pacific Navigation Co.

STEAMERS—SUE H. ELMORE, W. H. HARRISON.
ONLY LINE—ASTORIA TO TILLAMOOK, GARIBALDI,
BAY CITY, HOBSONVILLE.

Connecting at Astoria with the Oregon Railroad & Navigation Co. and also the Astoria & Columbia River R. R. for San Francisco, Portland and all points east. For freight and passenger rates apply to

SAMUEL ELMORE & CO. General Agents, ASTORIA, OR.
B. C. LAMB, Agent, Tillamook Oregon.
Agents: O. R. & N. R. R. Co., Portland.
A. & C. R. R. Co., Portland.

Sue H. Elmore carries Wells Fargo Co.'s Express

Centrally Located. Rates, \$1 Per Day
LARSEN HOUSE,
M. H. LARSEN, Proprietor.
TILLAMOOK, OREGON
The Best Hotel in the city. No Chinese Employed.



Editorial Snap Shots.

How many road supervisors are there who want a \$100 a month boss to boss them?

The man who is a crank on good roads and a crank on toll roads is a crank of a monstrosity.

The toll road advocates must have overlook it, or they would have put a toll gate across Hoquarton slough.

Eastern eggs by the carload are going into Portland. What is the matter with Oregon cacklers when they allow this.

Dairying is about the only industry that Tillamook people depending upon, yet the meddlesomeness of the "knockers" have succeeded in knocking that.

The Headlight is only an ordinary scrub of a newspaper, but when it gets into a fight it hangs on with bull dog persistence, and that is what it will do with the road boss and toll roads.

Taxation! Claude Thayer took a decidedly gloomy view of the excessive taxation in Tillamook city at the school meeting last week. But the end is not in sight yet, for it is more liable to get bigger than it is to get smaller.

In discussing the toll road question we shall avoid personalities as much as possible, and where we have to use names, they must not blame us if they have figured in the toll roads, for it is a public matter and every phase is open to discussion and criticism.

With the prospect of finding oil and getting a railroad in the near future, this ought to cheer every Tillamooker this summer, even if they do get another fit of the blues before next winter. But as patience is a virtue, Tillamookers are the most patient people in the world in waiting for a railroad.

One would imagine, to hear the road bosses prate about road work that they were building the roads with their own money. We notice, however, that it is the taxpayers who have to go down in their jeans to build good roads, and devilish deep at times, and a little deeper still to pay road bosses. There is no josh about that.

It was the newspapers who were up against some of the "knockers" only a few months ago, but they couldn't knock them out. Now the dairymen are up against some of the same old original "knockers," who either want to rule or ruin the people. We are glad to see that a climax will soon be reached now that the dairymen too are experiencing some of the "knockers' work.

Rolie was all well out last week on account of Judge Conder's challenge. As soon as he saw the Headlight there was a cavity where the swelling had been. The only stand that Rolie has taken on any public issue that concerns the people was to fight the local option law in behalf of saloon keepers who ran gambling joints. Where does he stand on the toll road and road boss questions? What is the use of a newspaper, anyway, that has not the backbone to express an opinion on public policy.

Forest Grove has a damage suit on its hand amounting to several thousand dollars on account of defective sidewalks, and from the rickety condition of a number of sidewalks in Tillamook City it would not surprise us much to see this city up against a like suit at any time. It was generally thought that when the city council appointed a street commissioner he was to put in his time improving the streets, side walks and cross walks where it was required. Perhaps we are mistaken on this point, as little or no repair work has been done the past few weeks.

Forcing the price of cheese down appears to be worrying some of the dairymen who are doing this. The trouble with farmers, they are too ready to take up with strangers, because they have a wrong impression that those whom they have done business with for years are not doing the right thing by them. Looking back the past few years, it is plain to see that the dairymen are greatly divided in the county. The factories were doing well enough, but some persons were not content to let well enough alone, so butted in with the purpose of controlling the market and getting a rake off. Probably they did so and had their day, whereas they are now getting the rake off through the middlemen. It would not surprise us much to see, before another year rolls round, the dairymen doing business again, not with combines and middlemen, but with those who treated them right in former years.

What promised to be one of the best years in the history of Tillamook county for a big output of cheese and good prices is being queered by the "knockers," consequently there is again unrest and righteous indignation amongst the dairymen. Not only is the price of cheese being knocked by the "knockers," but the "knockers" are ruining the reputation of Tillamook cheese, which took years of experience and perseverance to bring about, by placing poorly made cheese upon the market. Was this done purposely to queer Tillamook cheese? One would think so. For years there was but

very little difference in the manufacture of cheese in this county, for there were quite a number of experienced cheese makers who turned out good, high grade cheese. Not being content to let well enough alone, and the spirit of discontent fostered by a few "knockers" who have tried to control the cheese factories and "do up" those whom they could not control, some of the dairymen and manufacturers have allowed themselves to be hoodwinked by the agents of the "knockers" and are turning out a poor grade of cheese on the say-so of a stranger. The end is not in sight yet, but it will make an interesting article at some future date when we will "show up" the nigger in the wood pile who started in to rule or ruin the manufacturers and dairy products.

HE SAT BETWEEN TWO LIVE WIRES.

Details of Terrible Death of Miles O. Barnes.

Quite a number of people in this city, and especially the younger ones, will remember Miss Lula M. Barnes, daughter of L. N. Barnes, who conducted a meat market on Main street about two years ago, will be sorry to read the account of the shocking death of her husband after being married only a few weeks, which is taken from a Janesville, Wis., newspaper:

"There is no blame to be attached to anyone, so far as I can see," said Manager Willitz, of the Rock County Telephone Co., when questioned regarding the terrible accident which cost Miles O. Barnes, foreman of the telephone crew, his life yesterday afternoon. "There was no faulty insulation. The wires were new, having been strung there last year when the Electric light people came under us. We were increasing our lead in that direction and wanted a larger and higher pole both to bear the heavier strain and get further away from their wires. This new pole at the corner of Highland avenue and Washington street was only a few feet distant from the Electric light line pole where the wires bringing the 2300 voltage from the Monterey plant go through the transformer. Will Draehl and Max Zimmerman on our pole and Barnes, on the electric light line pole, were engaged in the work of transferring the wires from the old to the new one.

Sat Down Between Wires.

"You never can tell what may come from this mysterious force with which we are constantly working and about which the best informed really know so little. Under ordinary circumstances the insulation on the electric wires is deemed a sufficient protection. It is best in dry cold weather. Ice is a non-conductor. Melted it is a strong conductor. It was a hot day yesterday and the men working up on top the poles were wring wet with perspiration. One at work on the ground had brought a bucket of drinking water and while it was being lifted by Zimmerman and Draehl, Barnes sat down between two of the outer wires on the cross-arm of the electric light pole. There are six wires on this cross-arm, three on either side the pole, and the two inner ones carry the high voltage current—probably about 250. He was holding one of the telephone wires in his left hand. But this was clear of the others in the neighborhood and was not a contributing factor in death. It is possible that his damp clothes came in contact with the ends of the tie-wires which are used to fasten the line-wires to the glass insulators. In twisting these around the knobs the metal often cuts through the insulation, though it is not known that it had done so in this case."

Uttered No Sound.

When the circuit was formed and Barnes received the shock he fell across the high voltage wires. His companions on the other pole heard no sound and had no intimation that anything was wrong until they saw him with open mouth and an expression of terrible agony falling backward onto the network of deadly wires. It is not at all certain that the first shock was sufficient to kill, though it well may have been. The wires burned into the left arm and one of the legs as Zimmerman ran to the nearest telephone and called upon the Electric Light Co. to shut off its current. It was some minutes before it was possible to ascend the electric light pole, attach a rope to the body, and lower it to the ground. At the Palmer hospital an examination was made and it was found that the unfortunate man had been dead for some time.

Terrible Blow to Family.

The news of the tragedy was a terrible shock to the young man's father, Alexander H. Barnes, his mother who has been critically ill with heart disease at her home, No. 15 Linden avenue, for a long time, and to his bride of but six weeks. It was but his short time ago that he was married to Lula M. Barnes, a distant relative who had made her home with the family for some years. The mother was supposed to be ceremoniously performed earlier than wards she improved considerably but it is now feared that the terrible fate which has befallen her son will result in her death. Miles Barnes was twenty-two years of age. He would have been about, by placing poorly made cheese upon the market. Was this done purposely to queer Tillamook cheese? One would think so. For years there was but

RAILROAD WORK TO BEGIN.

Fortnight Will see P. N. & T. Line Under Construction.

Most of the people who come in from Portland think it is a "sure thing" this time that the Portland, Nehalem & Tillamook Railroad Company will commence work this summer and that Wm. Reid has obtained the money to build it, while on the other hand others come over from the metropolis and inform us there is nothing to it. There appears to be a growing opinion amongst those who had little or no faith in Mr. Reid building the road in previous years that he will do so now. It will be an agreeable surprise to the people of Tillamook if he does, but time alone will tell. Another good indication that the company means business is that it has sent out notices that it will take up the preferred stock, as the following letter from Mr. Reid to Mr. J. A. Cohn, of this city, will show:

DEAR SIR,—Pursuant to article 18th of the by laws of the Portland, Nehalem & Tillamook Railway Company, unanimously confirmed and approved by a general meeting of its stockholders held upon February 26, 1902, you are hereby notified, as a preferred stockholder thereof, who originally contributed \$100 to said company's funds, that a resolution was passed on June 23, 1905, directing the undersigned to notify you that said railway company will, before the 1st day of October next, 1905, redeem and pay off all of its preferred stock, including therein your certificate for \$100 of preferred stock, in cash at its par value on presentation and delivery thereof to its treasurer at the company office, 670 Worcester Building, Portland, Or., upon Saturday, the 30th September, 1905, of all which notice is hereby given you accordingly."

Construction work will be under way on the first ten-miles section of the Portland, Nehalem & Tillamook Railroad within a fortnight, according to information received in Portland from the Atlas Construction Company, having the contract for building the road from Hillsboro to the Coast. Holders of preferred stock, issued to those who originally contributed funds when the company was formed, have received within a few days, a communication from Secretary Attorney William Reid announcing that at the stockholders' meeting held last Friday it was decided to redeem and pay off all preferred stock at par value on presentation and delivery at the office of the company, Saturday, September 30, 1905. There are a large number of preferred stockholders, whose subscriptions range from one share to much larger amounts and the announcement is confirmation of the conclusion of all financial details preliminary to building the road.

In addition to the local officers and stockholders present at the meeting last week, an agent of the London capitalists who have taken the loan issue, was present, whose identity has not been made public. Likewise proceedings of the meeting have been kept from the public, but it is not known that at the joint request of the bondholders and general contractors William Reid has been chosen manager to act in that capacity during the construction period. H. L. Pitcock has also been elected to occupy an additional post of responsibility as treasurer.

Reports received from Hillsboro are to the effect that right of way negotiations are generally completed along the first section of the route, and that Colonel John McCracken, president, and Chief Engineer Davis are now making a trip of inspection over the survey, which will be speedily completed and cross sectioned in readiness for work.—Oregonian.

All delays in connection with deciding on the right of way for the Portland, Nehalem & Tillamook Railroad are over, and work has now been started on the survey of the first ten miles from Hillsboro, continuing to Banks. Chief Engineer Davis left Portland yesterday and has established headquarters at Hillsboro, and today began running lines on the old grade of the Astoria & South Coast Road. The new road will not follow the old line exactly, but the grade can be used for a considerable distance. It is anticipated construction work will be under way in about ten days.

The surveys from the coast, starting at Tillamook and Nehalem, will be finished rapidly. That from Nehalem was commenced nearly two weeks ago. The citizens of Hillsboro, through the Board of Trade of that place, have guaranteed the right of way from Hillsboro to Banks, and from there on it will be smooth sailing, for the owners of the big timber properties between Banks and the coast are reported feverishly anxious for the line to be pushed through. The Atlas Contract Company of San Francisco, will do the grading and lay the track.—Telegram.

The steamer Sue H. Elmore came in on Wednesday with a large passenger list. Mr. Carriage and wife, J. W. Barnes and wife, J. H. Hembree, W. H. Warren, W. Russell, J. Johnson, J. E. Provost, Jonas Olsen and wife, J. Embury, C. E. Freeland and wife, P. J. Kelly and family, Mrs. Evans and son, A. Mapes, O. D. White, G. W. Kiger, M. F. Barrett, Mrs. Young and family, R. Kinty, Walter F. Baker, Blaine Hays and Otto Schrader.