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The Tillamook Headlight. Fred C. Baker, Publisher.

Uncle Sam's Balance Sheet.

There ought to be rejoicing among the heads of the financial department of the government. Day by day the treasury returns make better showing when compared with those of recent times. Along to this date the government's income for March has been about \$5,000,000 in excess of its outgo. For the almost nine months which have elapsed since the beginning of the fiscal year 1907 the government has taken in about \$46,000,000 more than it has paid out. At this time in the fiscal year 1906 the excess of revenue over expenditures was only \$425,000, yet in the three months and one week separating this date from the end of the year of June 30, 1906, the surplus was run up to \$26,000,000.

It is evident now that the surplus for the fiscal year 1907 will be considerably over \$60,000,000. If the remainder of the present fiscal year should make as good a showing as the corresponding time did a year ago the surplus for the current twelve months will be \$70,000,000. This is so much better than the showing of any recent year that the government and the people are to be congratulated on the situation. Not since 1902 has the surplus for any year been greater than that for 1907 will be.

The cut in war taxes about that time reduced the revenue largely. While there was a surplus of \$54,000,000 in 1903 there was a deficit of \$41,000,000 in 1904, and of \$23,000,000 in 1905. The upward swing brought a surplus of \$26,000,000 for 1906, and the \$60,000,000 mark will be left behind in 1907.

For several reasons this favorable treasury situation ought to please the country. It will serve to head off any scares regarding the financial situation, will stop all calamity howling in 1908, will give the government a chance to make the needed appropriations for the improvement of the country's waterways, and will encourage business men to go right on with their enterprises. Incidentally, to this growing surplus is a triumph for republican financing, and affords a reasonable assurance that the American people in 1908 will give the republican party a new mandate to run the government for at least four years more.—Globe Democrat.

Postal Savings Banks.

We of the United States think our country the most progressive in the world, and so it is in many ways. But in some things we are behind older communities and nations. This reflection is emphasized by some facts recently stated concerning the postal savings bank system of France. Three per cent interest is paid, and the people of France, principally the industrial classes, have the enormous aggregate of \$5,000,000,000 on deposit in these institutions or invested in government bonds, called "rentes." The idea of thrift is inculcated early, as children can have an account opened for them when they are three years of age. The pupils in the public schools are encouraged to start deposits, by the giving of prizes, for proficiency in study, of bank books credited with ten francs each. The teachers secure the money for these prizes by soliciting from leading citizens. The pupils are shown how much ten francs at compound interest at three per cent will amount to when twenty-one years of age. Another plan opens to all pupils a means to provide sick benefits, also an annuity in old age. No savings account in the postal savings bank is allowed to exceed 1,500 francs; but the depositor can invest his surplus in three per cent "rentes," and this method of investment is so popular with the farmer and laboring classes that \$1,288,780,504 is invested in these securities by the French people, principally the working classes. Postal savings banks are also in vogue in Canada, where last June \$45,736,487 was standing to the credit of the depositors. Why is not the idea a good one for this country? Many bankers favor it. With the government back of it, there would be a stability and confidence not felt in the ordinary mode of savings investment. In fact, the banking commissioner of Wisconsin in his recent annual report declares that unless the states take steps to absolutely guarantee the safety of savings bank deposits, a postal savings bank will be a certainty.—Christian Advocate, Detroit, Mich.

What is the proper amount of food for a cow? Such an inquiry can not be satisfactorily answered, as each cow is an individual, having peculiarities of disposition. There are preferences among animals for certain foods, as they have their likes and dislikes. A cow may have an excellent appetite to day and refuse to eat but little of her food tomorrow. Of the various foods, however, a cow will eat from 40 to 60 pounds of mature corn ensilage, with from 5 to 10 pounds of grain with the ensilage, which may be given in place of the bran. Of clover hay, a cow may be allowed to eat as much as she wishes. The ensilage may be reduced and more grain given, ground, if preferred. But there is no rule to govern the feeding of a cow. Each cow must be studied and her wants satisfied. Those yielding milk should be fed more liberally than those that are dry, or nearly so.

Chamberlain's Cough Remedy Aids Nature. Medicines that aid nature are always most effectual. Chamberlain's Cough Remedy acts on this plan. It allays the cough, relieves the lungs, aids expectoration, opens the secretions, and aids nature in restoring the system to a healthy condition. Thousands have testified to its superior excellence. For sale by Clough's Drug Store.

BUY FOR HARRIMAN.

Agents Busy Securing Terminals at Young's Bay.

The sale of between 430 and 500 acres of land lying along Young's Bay, near Warrenton, is being closed, and the purchasers are believed to be the Harriman interests. The price to be paid is approximately \$700,000. It is understood that the property is for the Pacific Railway & Navigation Company, the Little road now building from Hillsboro to Nehalem and Tillamook, with lines running from the Tillamook arm to Warrenton and Seaside. Persons who are in a position to know say these lands are being quietly acquired by the Harriman interests to afford extensive terminals for the Lytle road, which has frequently been classed as a Harriman property. Some have denied that the project is now a Harriman line, but it is said that Harriman will purchase the road as soon as it is completed.

Utmost secrecy is being maintained in regard to the acquisition of the Young's Bay property. During the past two months options have been quietly secured on land lying adjacent to deep water at Warrenton and on Young's Bay. Some of the land extends up Young's River. The property has been handled through the Astoria Abstract Company, L. B. Sealey, president of the Portland & Puget Sound Navigation Company, has been active in the negotiations. Mr. Sealey is now in New York, and his presence there is said to have much to do with carrying out the establishment of a big terminal at Warrenton.

The first pieces of property to be secured in this tract are just now being transferred. Fred Stanley, who is interested in banks at Hood River and Union, is represented as the buyer of the property, and the options are made out to him. Those who claim to know the real buyers say this is merely a ruse. It is known that Mr. Stanley is a close friend of General Manager O'Brien, of the Harriman interests, and it is believed he is acting for Mr. O'Brien. Should the railroad interests come out in the open, it is said prices would be greatly advanced, and the land desired would cost much more than will be paid under the scheme now being worked out.

It is understood that the tracts now under option will be deeded to the Pacific Railway & Navigation Company, which, it is said, will soon amount to the same thing, as that line is bound to become Harriman property. Now that the Hill lines have secured the A. & C., it is supposed that Mr. Harriman, to safeguard his own interests, finds it necessary to secure an outlet at the mouth of the river. This is said to be the reason why Harriman did not purchase the A. & C., but let his rival take over the property. It was offered to Harriman over a year ago, but the magnate thought the price excessive, and turned it down. Had he not had an alternative route in mind, he could hardly have allowed the Hill system to get the road.

The establishment of a second road to the sea by Harriman would explain the addition of the A. & C. to the Hill system. It was a surprise at the time that Harriman did not purchase the road, but with plans for a second line in his pocket it is not surprising that he should refuse to pay what he considered an exorbitant price for the property.

It is said the lands now under option along Young's Bay afford an ideal place for a big freight terminal, giving immediate access to deep water for the loading of vessels. In case the transfer of freight from freight cars to ships is moved further west, Harriman plans to be ready for the change in the transportation situation.

The Filipinos want all of the modern governmental improvements. They already have the Australian ballot and are clamoring for a primary election system.

If the new postmaster general wants to do the department and the country a substantial service he ought to minimize the picture postal-card nuisance and maximize the advantages of a parcels post system.

The Army and Navy Journal says of the government engineers: "Sea coast and inland, the country is dotted with proofs of their skill and efficiency." They will reach their crowning triumph if they can rightly punctuate the job at Panama.

Last year earthquakes wiped out \$300,000,000 worth of property at San Francisco, and \$250,000,000 worth at Valparaiso, and yet no financial panic resulted. These losses are absolute, while those on the stock exchanges are subject to recovery.

England's armored cruiser, just launched, the Indomitable, is longer and swifter than the Dreadnought. She is to have two masts of the same class, the Indomitable and the Invincible. These big ships cost nearly \$9,000,000 each. A discussion about disarmament usually winds up in this fashion.

We notice that several of the courts have decided that trusts cannot collect debts due them because, being organized to restrict trade, they are illegal combinations without standing before the law. This seems to hit the trusts "right where they live." It will force them to either quit entirely or do business on a strictly cash basis. Perhaps these judges have found the real solution of the trust problem. They should be treated as outlaws.

It was positively established that a solemn agreement has existed between Mayor Schmitz, of San Francisco, and Abe Ruef to divide their spoils. When Schmitz squeezed a dollar from an unsavory resort 50 cents went to Ruef, and when Ruef shook down a corporation for \$200,000, \$100,000 went to Schmitz. It has been established that of the \$1200 a month that the Pacific States Telephone and Telegraph Company paid to Ruef, \$800 a month went to the Mayor. That this partnership for the purpose of boodle did not always run harmoniously is also known. The two conspirators held out on each other on various occasions. It appears, however, that Ruef held out on Schmitz often that the Mayor did on him. While \$1,000,000 of Ruef's boodle money has been traced the prosecution has been able to locate only \$750,000 of the Mayor's loot.

The German Coach Horse.

The German Coach horse is today the all-purpose horse of Germany and is employed in draft work of all kinds as well as to till the soil. He is also fit to parade and draw the commodious carriages with strength and style at a jaunty cheerful road gait. The demand for this breed of horses has gradually increased from year to year, as a result of their merit up to the present hour, and it is no uncommon thing to meet large numbers of buyers in the coach horse districts of Germany, from France, Italy, Switzerland, Belgium, England, Russia and North and South America, which are taken to these various countries to improve breeding stock. The German coach horse has been regularly and thoroughly bred in one line for so many ages that he is enabled to become a predominant and most impressive sire, wherever used, all kinds of mares; hence it is an easy matter to go into a community where a German coach stallion has been in stud and readily procure perfectly matched teams of a quality and size that always command large prices for carriage and coach service. The farmer who breeds this class of stock can rear and develop it without being compelled to incur any expense outside of feed and the ordinary care such as would be required in the rearing of the various draft breeds. They run in height from 16 to 16½ hands high and weighing from 1350 to 1650 pounds. They mature very young and are fit for work at two years old, and for breeding purposes they are horses that produce all about one size, all bark, deep color. No horse can stand for service in Germany unless he either belongs to the government or has a certificate of soundness, breeding and individual appearance issued by an examining government committee. The owner of a commissioned stallion is liable to prosecution if he has in the same stable a non-commissioned stallion, although he may be simply used for farm work. When a horse has such a certificate he may stand for service anywhere in the empire. The German coach horse being so purely and strongly bred, reproduce themselves with wonderful certainty, and in the colt you see almost the image of his sire. This is not surprising when we know these horses have been so carefully bred in one line by the German government for several hundred years, and are probably the purest horses that live. The get of these horses is the horse that has long been wanted, and suits the eye of everyone, as he has the color, size, style, action and finish—Rural Spirit. Snuffer & Sharp have brought into Tillamook one of the finest German coach stallions in the west. Margo is 5 years old, height 16½ hands, weight 1380 pounds, color, beautiful bay, black points. Margo will make the season at Snuffer's barn. Terms made known on application.

Fifty Years of Incarceration.

A golden anniversary to celebrate fifty years of incarceration is being planned for the first time in the history of the state prison at Wethersfield, Conn., and is said to be the only celebration of the kind ever known in the country. John Warren, the prison florist, will celebrate the fiftieth anniversary as an inmate of the prison in December next. Warren has just passed his 70th birthday. Twice since he was taken prisoner for the murder of his girl wife he has made a dash for liberty, thirty years apart, and both times he failed. For ten years he has been the model prisoner of the institution.

Warren was the son of a Yankee farmer, Ziba Warren, of Mansfield, and when a lad in his teens married Julia E. Towns of Belcher town, Mass., who had just passed her 15th birthday. Later he held her head under two feet of water until she drowned. There was another woman in the case.

Ballooning has been added to the curriculum of the United States army. An expedition will in all probability be the next thing on the appropriation bill.

A Woman's Back

Has many aches and pains caused by weaknesses and falling, or other displacement of the pelvic organs. Other symptoms of fema's weakness are frequent headache, dizziness, imaginary specks or dark spots floating before the eyes, gnawing sensation in stomach, dragging or bearing down in lower abdomen or pelvic region, disagreeable drains from pelvic organs, faint spells with or without weakness.

If any considerable number of the above symptoms are present there is no remedy that will give quicker relief or a more permanent cure than Dr. Pierce's Favorite Prescription. It has a record of over forty years of cures. It is the most potent invigorating tonic and strengthening nerve known to medical science. It is made of the glyceric extracts of native medicinal roots found in our forests and contains not a drop of alcohol or harmful, or habit-forming drugs. Its ingredients are all printed on the bottle wrapper and attested under oath as correct.

Every ingredient entering into "Favorite Prescription" has the written endorsement of the most eminent medical writers of all the several schools of practice—more valuable than any amount of non-professional testimonials—though the latter are not lacking, having been contributed voluntarily by grateful patients in numbers to exceed the endorsements given to any other medicine extant for the cure of woman's ills.

You cannot afford to accept any medicine of unknown composition as a substitute for this well proven remedy or known composition, even though the dealer may make a little more profit thereby. Your interest in regaining health is paramount to any selfish interest of his and it is an insult to your intelligence for him to try to palm off upon you a substitute. You know what you want and it is his business to supply the article called for. Dr. Pierce's Pleasant Pellets are the original "Little Liver Pills" first put up by old Dr. Pierce over forty years ago, much imitated but never equalled. Little sugar-coated granules—easy to take as candy.

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