

**CLOTHING!
CLOTHING!**

At last our stock of Clothing has arrived.
We have everything to suit the most fastidious.
We have suits for the small man, the large man, slim built and stout built.
They have the style, quality and fit.
We have also just received a large shipment of

Furnishing Goods,
CONSISTING OF
**Dress Shirts, Underwear, Hosiery,
Shoes and Hats**
Always the best stock on hand.

TODD & CO.,
Tillamook, Oregon.

Editorial Snap Shots.

The honking machine again swiped the commissioners' court proceedings from the Headlight. We hope we will not be accused of being the headlight to the honking outfit.

"Get your gun!" for the person who broke into Cohn's, Wade's and McNair's stores the past twelve months, and who broke Clough's window the other night appear to be the same person, and it is time that he was plugged with lead.

The snap shot man will be able to join the "wider's class," of which Judge Cooper, by virtue of being foreman so long, ought to be president. This idea of a man's better half going off for several months isn't what it is cracked up to be, is it judge?

It will be a "great blessing—to the boys and girls who do not attend school—to enforce the compulsory education law in every school district in Tillamook. Perhaps there may be some individual opposition, but from now on compulsory education must be rigidly enforced in this county.

Butter fat at from 34c to 36c per lb. speaks for itself. And Old Bossy, in this land of green pastures and refreshing streams, continues to chew her cud contentedly, the dairymen realizing that they never before received such big prices for their butter fat in the history of the county.

Planking the business streets is, probably the best thing to do, but some how we have an idea that whenever the blank bogies to wear it will have a sorry looking appearance and it will only be a few very years before it is discarded, for that appears to be the experience of the towns which have experimented in blanking business streets.

It does make one feel good, after being bottled up in Tillamook county for so many years, to know that contracts are let for a railroad into this the best section of Oregon, and old Tillamook is now on the eve of a great industrial growth which will equal that of Grays Harbor for population and industries. We feel like yelling, and we will bet dollars to dough nuts that our repeated prophesy about Tillamook County becoming a great manufacturing center will not be many years now in materializing.

Here is a matter which modestly almost forbids us from touching upon, but we intend to give publicity to this for some steps ought to be taken to stamp out a condition of affairs which ought not to exist in any decent city or community. It ought to arouse a spirit of horror in the breast of every father and mother in this city who have girls of tender years when we say that the moral characters of some of these girls, if they are allowed to go on unchecked, will make them prostitutes. We do not know anything more shocking for a parent or brother to contemplate than a daughter and sister destined to become a common prostitute, the victim of man's vicious passions. As we have now called public attention to a low moral standard amongst some of the young girls of this city, it is to be hoped that the parents of these girls will bestir themselves and in future look after them. We believe in the purity of the home. This is a matter which concerns the moral standing of every community, and there ought to be enough manhood and honor in every male person in this city to protect the young girls—protect them from starting on a career which will certainly make them prostitutes in a few years if they continue their course.

Real Railroads Needed.

(Oregonian)
If all the railroads which have been projected and exploited for the State of Oregon had been actually constructed, the state would to day be gridironed with a network of rails that would be the wonder of the world. Unfortunately for the development of the state, such a large proportion of these projected railroads never got beyond the promotion stage that at this time any mention of a new railroad in the state is received with mild expressions of incredulity. The exceptions to these suspiciously regarded lines are just such enterprises as

that which is now receiving the attention of the people of Roseburg and Coos Bay. Substantial amounts have been subscribed by Roseburg people and generous support is promised along the route for a line to open up the rich territory lying between Roseburg and the Coos Bay country.

Reasoning from the experience of a long and wearisome past, whenever any of the big railroad men of the country announces their plans for building roads which are calculated to open up the isolated regions of Oregon, little or no credence is placed in the announcement. Reasoning from the same standpoint, whenever any local people or comparatively small operators undertake a railroad enterprise in the state the public is reasonably certain that something tangible will result. That is why the Roseburg-Coos Bay Railroad in the hands of its present exploiters will inspire a little more confidence and why it presents greater possibilities of ultimate success than would be in evidence if it were officially announced that some great transcontinental line was behind it.

Aside from the Arlington branch of the O. R. & N. Co., which was hastily constructed to head off the plans of a local company, there has been no rail road construction by the big lines in Oregon for nearly twenty years. Within that period, however, a large amount of new territory in Oregon has been opened up by men who at the beginning of their undertakings were derided for their lack of judgment. That rich territory lying back of the Columbia River between Portland and Astoria never appeared to the railroad men who should have opened it up with a road, and when A. B. Hammond stepped into the breach and built the line he was the subject of much adverse criticism from the prophets, who predicted ruin for the promoter and no business for the road.

But Hammond not only opened up a big new country which poured forth an enormous rail traffic, but he also made a large amount of money by unloading the property on one of the big systems of the country. E. E. Lytle had a similar experience with the great Columbia Southern. None of the big roads would have anything to do with the project, which in derision was termed "Lytle's folly," but in the end that road developed an immense region of great richness and incidentally made a fortune for the man whose "folly" was responsible for the existence. Today, of all the railroad projects which have been put forward for the rich Nehalem and Tillamook country, the only one that is actually under construction and is already hauling out the products of the region is the road which is being built by Mr. Lytle.

Oregon needs a great many of these real railroads and a much smaller number of the paper roads. We accordingly rejoice over any bona fide undertaking such as is now occupying the attention of the Roseburg people. None of the promoters dabble very deeply in Wall Street, and none are tied up in an agreement to keep out of certain districts if some one else will not build in certain other districts. One railroad-builder is worth more to this state than a dozen promoters or stock jobbers.

**A Store With
REGULAR
CUSTOMERS**

It is always flattering to a store to have many regular customers. People who come again and again must have confidence.

A large percentage of our business comes from regular customers who trade here year in and year out. They know our methods are right and that they will always be used as we would like to be were we the buyer instead of seller. Why not make this your regular trading place for drugs and medicines.

**CLOUGH
(THE RELIABLE DRUGGIST.)**

MUSICAL TYRANTS.

Trials of the New York Hostess Who Hires Operatic Singers.

Not so very long ago a soprano who had been engaged to sing at one of the largest houses on Fifth avenue, with her maid, was ushered into the room reserved for the artists. She was slow in removing her wraps and concluded after she was part of the way out of them that it was time for the hostess to welcome her.

So she told her maid to put them on again after she had inquired of one of the servants, where the lady was. When he saw the preparations for departure he rushed in haste to the hostess.

She had been detained at the dinner table, as a dinner of very elaborate character was preceding the musical. It was difficult for her to leave her guests. She reached the hall, however, just as the singer's ample form was disappearing through the portiere.

"Ah, Mrs. Smith," the singer said. "Then I am in the right house? I was going out to tell my coachman we had made a mistake, else you would have been at the door to meet me."

The hostess looked as if she would like to speed her flight into the open, but her guests were soon to arrive, and she did not dare risk offending the star attraction at her biggest party of the season.

Some of the singers make it a condition that no other woman shall be engaged and no musicians of any kind without consulting them. A young hostess sent out cards to invite her friends to hear a great prima donna singer. Afterward she heard from her friends of all kinds of wonderful performers that she might also have engaged.

As the money question played no part in her plans the young woman began to engage them. By the time the night of the party arrived she had, in addition to the soprano, a band of choir boys who would look beautiful marching down her marble stairway, a band of Venetian gondoliers who would be charming at the entrance to the music room caroling "Santa Lucia," a baritone who sang beautifully love songs in excellent French and a voice as soft as pomade, a girl who could pound the piano with the best of the men players and a quartet that played antique music on near antique instruments.

The prima donna arrived and beheld in the artists' room this job lot of musical entertainers. The hostess hurried in to greet her.

"But surely," the prima donna said, "you don't need me when you have so much for your guests?"

The singer was in earnest. She was perfectly willing to go home and lose her \$3,000 fee rather than be part of such a musical vandeville as the inexperienced hostess had planned. Out of gratitude because she consented to remain to make the party a success, the young matron sent the prima donna a diamond bracelet the next day.—New York Sun.

The Spleen.

The spleen? Up to 1900 no physician dared to stand up in a clinic and tell what it was made for. For ages it was supposed to be the organ of irascibility. "Oh, his spleen is up!" meant that the old man was hot in the collar. Curious thing, that spleen. There is a herb called "spleenwort," which was supposed to remove such splenic disorders as ill humor, melancholy and irritability. I saw a spleen the other day for the first time and was astounded. It was a soft, highly vascular, plum colored thing with a smooth surface. It was nearly six inches in length and weighed seven ounces. Now here is the funny feature of the spleen: After a hearty meal it is very much smaller than at other times, which may help to explain why a man is good natured after dinner. In diseased conditions the spleen may reach a weight of eighteen or twenty pounds.—New York Press.

Melinda Had to Go.

One of the old governors of the Carolinas was a man who had lived a farmer's life most of the time until he was elected, and his wife, having never seen a steamboat or a railroad and having no wish to test either one, refused to accompany her husband to the capital. When the governor reached his destination, he found that almost all the other officials were accompanied by their wives, and he sent an imperative message to his brother to "fetch Melinda along." The brother telegraphed, "She's afraid even to look at the engine." The governor read the message and pondered over it for a few moments. At the end of that time he sent off the following command: "Bill, you blindfold Melinda and back her on to the train."

Warned.

Some years ago Miss Mabel Love was playing the title role in "Little Red Riding Hood" at Dublin. She was entering the room to visit her grandmother in bed when an excited and anxious little voice shouted from the gallery: "Stop, stop! It isn't your grandmother. It's a wolf."

A Great Relief.

"Lady," said Meandering Mike, "do you want any wood chopped?"
"No," was the sharp answer.
"Nor chores of any kind done?"
"No."
"In dat case I feels relieved, I kin take a chance on askin' you fur some thin' to eat."—Washington Star.

Samuel Ogden was the first English owner of the land on which Ogdenburg, N. Y., is now built.

AN EASY SOLUTION.

How the Section Boss Got the Tool House in the Right Spot.

About ten years before the Eastern railroad was leased by the Boston and Maine that portion of the old road between Swampscott and Salem was in charge of Section Foreman Timothy Moynahan.

His strongest point was in doing just as he was told and doing that with energy and accuracy. So when he was notified from Beverly by Roadmaster Stevens that the section lengths were to be changed and that he was to move his tool house from the westerly end of Salem yard to halfway between mileposts 15 and 16 he started out with the determination to move the house halfway, no more, no less.

To get this halfway point he stationed one of his men at milepost 15 and another at milepost 16, and at a signal they started to walk toward each other until they met, and to a point opposite their meeting place the shanty was moved. This method of getting the correct distance did not quite suit Moynahan, especially when he remembered that one of the walkers was taller than the other and the other tripped several times on the way down.

He carried this in his mind for nearly a year, when he met the engineers measuring through for signals and asked them to tell him as they measured if his house was just halfway or not.

When the measurement was taken, the house was found to be sixty feet nearer milepost 16 than 15, and Moynahan, on being told, remarked that he thought he could fix things just right.

Later in the year the engineer met Moynahan in Salem and asked him if his tool house was now halfway between the mileposts.

"It is," he replied. "It's just halfway."

"Did you have much trouble moving it?"

"No trouble at all. I just let it stay as it was and moved the milepost."—Boston Herald.

A LOAN REPAYED.

The Fourth Earl Stanhope and the Gentlemanly Highwayman.

The fourth Earl Stanhope when on his way homeward late one dark night was held up by the most gentlemanly of highwaymen, who preferred his request for money or the nobleman's life in quite the nicest way. It happened that Lord Stanhope had not any money with him and was disinclined to yield the alternative.

"Your watch, then," suggested the gentleman at the opposite end of the pistol. That watch, the earl explained, was dear to him. He valued it at 100 guineas and would not surrender it. "What I will do," he said, "is to bring out deposit in this tree the worth of the watch in money, and you can call and get it tomorrow night."

"Done, m' lord," said the highwayman.

The law knew nothing about this arrangement, and the earl did as he had promised. He placed the 100 guineas where the highwayman might at his leisure collect it. And there, so far as he knew, the matter ended.

Years afterward he attended a great banquet in the city and found himself pleasantly entertained by an extremely well known man whose signature was good for a sum in several figures. Next day came to Lord Stanhope a letter inclosing the sum of 100 guineas. Accompanying it was a note begging his acceptance of a loan granted some years previously to the man who now forwarded it.

That loan, said the letter, had enabled the sender to gain a new start in life, to make a fortune and to renew acquaintance at dinner on the previous night with his lordship. The city magnate and the highwayman of earlier days were one and the same.—London Standard.

Diamonds in His Shoes.

Diamond ornaments in shoes hark back to the days of the Revolutionary war and were worn by merchants of Boston in those days. Thomas Russell of Charlestown, who died in 1798, was one of the most active of business men of his day in Boston and the first to engage in the American trade with Russia after the Revolution. His dress was typical of his time and is thus described in an old print: "He usually wore a coat of some light colored cloth, small clothes, diamond buckles at the knees and in the shoes, silk stockings, powdered hair and a cocked hat and in cold weather a scarlet cloak."—Boston Herald.

She Was Mistaken.

"Permit me to ask you, madam," said the lawyer, who was a friend of the family, "your real reason for wanting a divorce from your husband?"
"He isn't the man I thought I was marrying," explained the fair caller.
"My dear madam," rejoined the lawyer, "the application of that principle would break up every home in the country."—Chicago Tribune.

A Sly Thrust.

Miss Ann Teek—really, some of the young girls nowadays are positively awful. The idea of a girl being engaged to two young men at the same time! It's just shameful! Miss Cutting—Besides, you find it aggravating also, don't you?—Philadelphia Press.

His Fatal Mistake.

"Adam wuz his own boss, wuzn't he?"
"Yes, an' ef he hadn't gone ter sleep at de wrong time he'd 'a' been so jilt."—Atlanta Constitution.

In the true life of the individual each day is the beginning of a new year.—Jordon.

**Respect
YOUR
Stomach**

GIVE it food that will not irritate or retard the performance of its natural functions, and it will reciprocate in a way agreeable and comforting.

No single ingredient contributes so largely toward wholesome, nourishing, agreeable food as Royal Baking Powder.

Royal Baking Powder's active ingredient, Grape Cream of Tartar, is the most healthful of the fruit products.

This is why Royal Baking Powder makes the food finer, lighter, more appetizing and anti-dyspeptic, a friend to the stomach and good health.

Imitation Baking Powders Contain Alum

"The use of alum and salts of alumina in food should be PROHIBITED. The constant use of alum compounds exerts a deleterious effect upon the digestive organs and an irritation of the internal organs after absorption."

"EDWARD S. WOOD, M. D.
"Professor of Chemistry
"Harvard Medical School, Boston."

ROYAL BAKING POWDER CO., NEW YORK

**I have just opened up the most complete line of
STAPLE & FANCY
GROCERIES**

in Tillamook, all new and Fresh. The prices are no higher than others.

We most cordially invite you to come and look at what we have and get our prices, whether you buy or not.

W. M. MILLS,

Opposite the Post Office.

The Oregon Cheese Co., Incorporated, is prepared to buy all the first class cheese that comes along. Spot cash and highest price. Factory men will do well to see R. Robinson, the manager, before selling. He will be in Tillamook a good part of the time during the season. Only the best stock wanted.

THE OREGON CHEESE COMPANY,
126 Fifth Street, Portland.
Reference, Tillamook County Bank.

NEW GOODS!

A fine assortment of Summer Foot Wear, just received at the Red Front Shoe Store, consisting of Ladies', Gent's, Misses and Children's Shoes. May ladies patent leather and Vicci French Kid cannot be beat for fit, finish and comfort. No paste board counters.

I have also a fine assortment of Men's and Boy's fine Shoes. A stock of Men's and Boy's Work Shoes, high and low cut, and King Logger Shoes are the best in the city for the price.

No charge for sewing tips on shoes bought of us.

Red Front Shoe Store,
P. F. BROWNE, Agent.

