

Advertising Rates.

LEGAL ADVERTISEMENTS:

First insertion, per line	10
Each subsequent insertion, line	5
Business and professional cards, 1 month	1.00
Homestead Notices	5.00
Timber Claims	10.00
Locals, per line each insertion	5
Display advertisement, an inch, 1 month	50
All Resolutions of Condolence and Lodge Notices, 5c. per line.	
Cards of Thanks, 5c. per line.	
Notices, Lost, Strayed or Stolen, etc., minimum rate, 25c. not exceeding five lines.	

RATES OF SUBSCRIPTION.
(STRICTLY IN ADVANCE.)

One year	1.50
Six months	.75
Three months	.50

The Tillamook Headlight.
Fred C. Baker, Publisher.

Statisticians of the future will have trouble with 1907 when they strike the fact that it was the year of the greatest production and of a panic.

In the latest report of the Board of Consulting Engineers the estimated cost of the completed Panama Canal is \$200,000,000. If the total can be kept as near as this to the original calculation the people of the United States will be well satisfied.

Gov. Willson tells Kentucky that a lawless community will ruin itself unless it changes its course. So many Kentuckians take the same view that the vigorous measures to enforce the laws will be backed up by the people of the state, regardless of party.

With a view to encouraging officials and workmen on the Imperial German Railways, the government has established a fund from which awards are made to men who invent any appliance which may be useful in railway practice; \$3750 was paid to employes last year from the fund.

Police Commissioner Bingham in his annual report has startled New York by the bold assertion that the city "is in the hands of criminals" and that many of the magistrates and higher judges are in league with politicians to protect certain offenders known to the system. He asks how is it possible for the police to be free from political influence when the whole election machinery is placed in their hands. Lawbreaking, he continues, is the easiest business now conducted in New York.

Mr. Bryan declares that the report of estrangement between his daughter, Mrs. Leavitt, and her husband has "absolutely no foundation; none whatever." The country will be pleased to read this authoritative denial of an unpleasant story. Whatever may be said of Mr. Bryan as a political leader, he is in private life a man above reproach, and no one can wish on any account to see the felicity of his domestic relations in any way disturbed.

One of the first bills which were introduced in the Mississippi Legislature at its opening a few days ago was to enact state prohibition. As Noel, the new governor, is an ardent teetotaler there is a strong probability that prohibition will pass. He is to use his influence in favor of it, and a large number of the members of each branch of the Legislature are believed to want it. The prohibitionists have just held a mass meeting in Mississippi's capitol, and they intend to bring pressure to bear on the lawmakers to pass an act at the earliest possible day.

Viscount Aoki, the retiring Japanese ambassador, in an interview at San Francisco, declared in positive terms that there could be no such thing as present as war between this country and Japan. He said the questions at issue were not such as would cause war and that all the high officials of Japan were convinced of the good faith and friendship of this country, and that wild talk of a war that would occur before the fleet reached the Pacific Coast, and of the contemplated seizure of Hawaii by Japan as a base of operation was entirely without foundation and due to the warm imaginations of jingoists who would like to plunge the nation into war. In regard to immigration Aoki said that all the diplomatic part of this question had been settled and that it remained for Japan to devise means of carrying out her agreement to limit immigration to this country. His mission, he said, was to talk to the Japanese and to explain to the people first how good a friend they had in this country.

Lame Shoulder Cured.
Lame shoulder is usually caused by rheumatism of the muscles and quickly yields to a few applications of Chamberlain's Pain Balm. Mrs. E. H. McElwee, of Boistown, New Brunswick, writes: "Having been troubled for some time with a pain in my left shoulder, I decided to give Chamberlain's Pain Balm a trial, with the result that I got prompt relief." For sale by all Druggists.

A Higher Health Level.
"I have reached a higher health level since I began using Dr. King's New Life Pills," writes Jacob Springer, of West Franklin, Maine. "They keep my stomach, liver and bowels working just right." If these pills disappoint you on trial, money will be refunded at Chas. L. Cough's drug store, 23c.

PUBLIC HIGHWAYS.
The French System Best in the World.

It is a curious fact that Napoleon laid the foundations in France of the institution that for the past fifteen years has saved France from industrial decadence, and that is to-day of more interest in the United States than perhaps any other French institution. This is the system of national roads, which Napoleon founded, which is the most perfect in the world, which made France the headquarters of the automobile industry of the world, which keeps tens of thousands of rich foreigners in France at all times to enjoy the pleasures of touring, and which is the model on which the roads of the United States can be developed and perfected.

Compared with the Old World, in no other phase is America so crude as in its country roads. Recently some investigations have been made of the French road laws and system on behalf of the Riviera of America—Southern California—and as a result the demands of automobilists in the California health resort country may bring about improvements of the road laws of the Golden State that will place them in line with the most enlightened highway code in the world. If this result should come to pass, it presently will be discovered by Californians that their concession to the automobilist was of vastly greater value in its effect on internal industry. Good roads are among the assets of any community, and the American state which first secures them in a systematic way will derive benefits which it will never fully appreciate.

The Los Angeles Highway Commission recently addressed inquiries to American Consul Skinner at Marseilles, asking him about the laws and engineering investigated and has just published a most interesting explanation of the subject.

Railroads Halted Road Building.
Back in the first generation of this republic the right start was made in the matter of roads, when the national highway from the Atlantic Coast to the Ohio was started as a national improvement. That was before railroads and before even the canals had become a great factor. It was an enterprise of the nation. About the same time Napoleon started the system of national roads in France. His plan was almost the same as in the United States, but there was a difference. When the railroads came along the United States instantly dropped all thought of national roads, while France went right ahead with them. As a result the French national road system of 23,000 miles represents an investment of almost \$15,000 a mile, while roads constructed by local administrations, supplemental to these, have cost still more. France has the finest roads in the world, both in physical form and relation to the national geography. The French Nation has spent more than \$400,000,000 on them, to more than \$200,000,000 spent by the local departments.

Down at the bottom of the French road system, is the humble cantoniere or road foreman, who has charge of one or three miles of road. He is to the roads what the "section boss" is to a railroad's organization. Up at the top is the School of Roads and Bridges, a great technical college in which engineering, construction and every detail of road building are taught. Between these two extremes the government controls, manages, regulates everything. There is a system of responsible supervision as complete as that of the Standard Oil Company over all the ramifications of its business. A record is kept of every bit of road in the country, what it cost, who built it and how, the expenses for maintenance and rebuilding—everything in its history is carefully recorded. France's highway system is card-indexed like the list of patrons of a mail-order house.

Englishman Designed Scheme.
France does not have the best roads because it has special skill in making them. An English engineer designed the scheme. No more so because it has especially large or unusually excellent supplies of materials. The same materials can be found all over the United States. French roads are perfect because the road laws are near perfection, because the road business is a profession and not a "job," and because the men who make themselves proficient are certain of special recognition.

But about the physical construction of a French road. To begin with, French experience proves that the deep, solid foundations and fine surfaces are not so important as something else commonly overlooked—drainage. It is a primary and ironclad principle of French roadmaking that the roadway must receive no more than its own natural rainfall. Every thing else must give way to this.

A standard French national road is 46 feet wide. In the middle is the road proper, 20 feet wide; outside this, 13 feet wide on either side, are "driveways" sloping away from the surface road slightly. These are used as footpaths and must be hard and heavy enough to hold in place the surface material of the road proper. Finally, "outside all this, must be a ditch on each side if the conformation of the ground makes this necessary for drainage. They begin to dig out a "box" in the earth, the width of the roadway proper, 20 feet. This is carefully con-

vexed at the bottom, so that the hard surfacing materials shall be of the same thickness throughout and give a surface of exactly the right curvature. This curvature is from one-fiftieth to one-fourth of the width. When the "box" has been carefully prepared the bottom and sides are vigorously "tamped" to assure that they will be hard enough to hold the solid materials firmly. Then it is ready for the crushed stone, etc., to be put in.

Roads Carefully Constructed.
Every bit of crushed stone must pass through a 2½ inch screen. Eight inches of this crushed material is deposited in the box, and then it is rolled with a six ton roller. While the rolling is going on large amounts of water are constantly sprinkled on the surface. At the same time a mixture of sandy and argillaceous materials, equal in volume to 10 percent of the amount of crushed stone used, is sprinkled slowly on the surface, along with the water, and very evenly, and the whole is rolled down until the tire of a loaded wagon will make no track. Then the road is finished, save for the requirements that it must season for fifteen days before being opened for travel. This is a description of a crushed stone surface. Where other materials must be used they are provided for in the French scheme—burned clay, gravel, etc. There is a plan for every material and every region.

When the road is built the cantoniere tramps up and down it and keeps it in repair, fills ruts with broken stone, clears the ditches, etc. Above the cantoniere is a forman, in charge of a larger section; above him an engineering superintendent, and so on up to the inspector general of highways and bridges, who is head of the whole system for the country. Every man in the list receives specific orders from his next superior and is ranked according to his execution of them.

Besides the 24,000 miles of national roads, France has 316,000 miles of local highways, not so good, but yet so good that people from all the rest of the world wonder at their loveliness. These are under the local administration, but the state retains a supervisory relation. The state also contributes about 25 percent of the cost of the local highways.

They have no broad-tire laws in France, but that happens because the people use broad tires by instinct. They have sense enough to know that good, wide tires make the roads better instead of worse. Nobody else except the French seem to have learned this. Everywhere else, but especially in America, people always protest violently against this one simple expedient that would do more for roads of the sort made in this country than anything else.

In a notable article in a recent issue of the Youth's Companion, Grover Cleveland, the only living ex-president of the United States, makes the contention that the nation should grant to every man who has served in the office of chief executive a financial competence for life. He explains that he is not moved by personal reasons, as he is financially independent and will leave his family well provided for. His argument is to the effect that the nation exacts from its ex-presidents a dignity and aloofness from the usual occupation of life that restrain them from engaging in money making pursuits; therefore, he thinks provision should be made for them out of the public treasury. As illustrating his point, he refers to the extremities to which some ex-presidents have been reduced, citing particularly the case of Jefferson, who was brought almost to dire want in his old age.

Another trial for the murder of Goebel has been held in Kentucky without arriving at the identity of the man who fired the fatal shot. It is a deplorable fact that the assassin was not singled out long ago and punished according to his crime. But the reasons for the failure are clear. The authorities charged with the prosecution have played politics throughout, and not sought the ends of justice. They started out with theories invented for partisan advantage and have steadily followed that course. Their purpose has been to benefit themselves, not to avenge the deed of blood along the lines of direct testimony. It was assumed that the republicans elected to state offices, and duly installed therein, had conspired to kill Goebel. Therefore, they must be driven from office and put on trial for their lives before partisan juries. A legislative reward of \$100,000 was offered to run down the alleged murderous conspirators, and has been spent without even revealing the assassin who handled the gun. The excessive reward was intended to be scattered with partisan intent, and there is nothing else to show for the money.

The Pure Food Law.
Secretary Wilson says, "One of the objects of the law is to inform the consumer of the presence of certain harmful drugs in medicines." The law requires that the amount of chloroform, opium, morphine, and other habit forming drugs be stated on the label of each bottle. The manufacturers of Chamberlain's Cough Remedy have always claimed that their remedy did not contain any of these drugs, and the truth of this claim is now fully proven, as no mention of them is made on the label. This remedy is not only one of the safest, but one of the best in use for coughs and colds. Its value has been proven beyond question during the many years it has been in general use. For sale by all Druggists.

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