Advertising Rates.

LEGAL ADVERTISMENTS :
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
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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.

A New Federation of Labor.

A new collection of labor societies, and one which is to participate actively in politics has just been projected in Chicago. It will consist of the Western Federation of Miners, the United Mine Workers, the Confectioners' and Bakers' Union, the Brewery Workers' Union and other organizations. Some of these have been for years affiliated with the American Federation of Labor, but they are now to appear in a new coalition. The unions which propose to affiliate say they have 600,000 members. The finishing touches are to be put on the new federation early in July.

The immediate interest which the public will have in the new organization lies in the fact that it proposes to nominate a presidential ticket, and to put candidates for Congress in the field in many states. The leading spirit in the movement is W. D. Haywood, who was recently a high official in the Western Federation of Miners, and who was tried on Harry Orchard's confession, and acquitted. Report had it that he was to be the Socialist party's candidate for president in 1908. As the Western Federation of Miners, however, is a socialist organization, and as some of the unions which are uniting with it in the new federation also lean toward the socialist side, it is possible that Haywood, in his new federation movement, may start a party which will count for something in the voting.

From the present outlook 1908 will see more national organizations of consequence than any previous campaign has had. In addition to the two big parties, there are the Populists, who nominated a ticket in St Louis last week, the Prohibitionists, who will put up a ticket in Columbus, Ohio, on July 15, the Hearst Independence League, or National party, which will meet some time in July, and the new Haywood federation party. It is altogether possible that the Haywood organization may absorb one of the Socialist parties, that which Debs led in 1900 and 1904, and which gave Debs 402,000 votes in the latter year. Debs is supporting Haywood this year. From present appearances the Populists, the Prohibitionist, the Hearst party and the Haywood aggregation will each be large enough to command some attention from the country. The campaign of 1908 promises to give something for every American citizen to think of from the nomination of the Republican and the Democratic tickets onward to the casting and the counting of the votes on November 3.

Various estimates are published of the number of workers idle at this time, some of which are purposely exaggerated, for it is part of the yellow mission to destort everything it touches, deriding the good, and piling agony on what ever goes amiss. It is true that industry is somewhat disturbed by the sudden financial derangement of last fall, which seems to have been mainly the result of vague doubts that have been proved groundless. The banks, whose general stability had been described by yellow alarmists as involved in frenzied finance, weathered the storm, and most of the few that suspended have resumed. But business has been incidently affected to some extent by the exceptionally close scrutiny of credit and the conservative feeling toward new ventures. * Commercial failures during the last six months have been more than ordinarily heavy, which means that the support extended has been placed under stricter limitations. A period of rigid liquidation has occurred. In addition, this is a presidential year, proverbially unfavarable to business expansion. The period of reckoning will run its its course and its general effects in the end will be salutary.

Death Was On His Heels.

Jeesse P. Morris, of Skippers, Va., had a close call in the spring of 1906. He says : "An attack of pneumonia left me so weak and with such a fearful cough that my friends declared consumption had me, and death was on my heels. Then I was persuaded to try Dr. King's New Discovery. It helped me immediately, and after taking two and a half bottles I was a well man again. I found out that New Discovery is the best remedy for coughs and lung disease in all the world." Sold under guarantee at Chas. I. Clough's drug store. 50c, and $1.00. Trial bottle free.

ELECTRIC RAILROAD TO TILLAMOOK.

United Railways to Push Work, Starting Within a Month—Northern Pacific Supposed to Back it.

Within 30 days the United Railways company will begin preliminary work on the construction of an electric railway from Portland to Tillamook, Netarts Bay and Bay City. Surveys over the Wilson river route have been made and there is a choice of three rontes entering the city of Portland. Conclusions reached by men who have been closely following the arrangements are that the Northern Pacific is back of the project, and that the road will use Cornelius gap and connect with the Northern Pacific's present main line north of Portland.

The five men now outwardly responsible for the projects are Thomas Greenough, of Missoula, Moritz Thomsen, and W. D. Hofius, of Seattle, Joseph H. Healy and H. Wittenberg, of Portland. Messrs Hofius, Greenough and Thomsen were in Portland yesterday, and at a conference between these interests it was decided to proceed immediately with construction of the Tillamook line. It is said Greenough, Thomsen and Hofius have taken the initiative, and guaranteed the financial sinews.

Greenough is an old time Northern Pacific conductor, and made his start in that line of work in the northwest. He is now rated at several millions, and is known to be still in close touch with Northern Pacific people. Hofius and Thomsen are rated at not less than two millions each, and have been associated with Northern Pacific railroad deals before. They are regarded as group of men especially well adapted to the work of carrying on Northern Pacific construction under cover of independent projects. No stock or bonds of the United Railways company have been sold since they took control, but approximately $600,000 has been spent since that date in forwarding construction of the company's Portland lines. It is said a plan has been adopted by which these men are advancing the funds in blocks of $500,000 and then drawing on the Northern Pacific treasury for the amounts, as has been done successfully in railroad construction work by Southern Pacific interests in California. This was the plan adopted by H. E. Huntington for the building of subsidiary lines.

Of three surveys made for entrance of the Tillamook line to Portland the easiest is by Cornelius pass, but it is the longest way around. Another route follows on an easy grade along the face of the hills north of the city and through a proposed tunnel near the summit between Portland and Linnton. The third, which is the shortest but the steepest, is via Balch's gulch and Mount Calvary cemetery.

An official of the road said today that a reasonable grade could be secured via the latter route, and that in view of the fact that the company is compelled by its franchise to build to the cemetery that route for the Tillamook line would probably be adopted.

The distance from Portland to Tillamook, according to the Wilson river survey is about 88 miles. This would give by far the shortest line between Portland and the ocean beaches. The engineers have been able to get a maximum grade slightly better than 2 per cent via this route. The road will run through a heavily timbered region, and the lumber tonnage alone would support the line. The Tillamook country is also susceptible of developing immense wealth in the dairying business.

The capitalization of the United Railways company is $3,000,000. At one time in its early stages the company previded a bond issue for raising money to build the city lines, and $450,000 of these bonds were issued to the promoters. This amount of bonds is now in possession of the present holders of stock, aud they have not issued any further bonds. It is belived the entire issue necessary for financing the Hillsboro and Tillamook extension has been taken care of by Northern Pacific interests.—Journal.

Notice.

Notice is hereby given that the County Court of Tillamook County will receive bids for the board and care of George Meyers, a county charge. All bids must be filed with the County Clerk on or before 10 o'clock a .m. Wednesday, the 6th day of May, 1908.

G. B LAMB,
County Clerk.

Call for Bids on Wood.

Bids will be received up to May 1st, 1908, for 100 cords or less of 4ft. Alder, Hemlock or Fir Wood, to be delivered at The Tillamook Creamery factory, half to be delivered by June 15th, and balance before October 1st, 1908. The Creamery reserves the right to reject any and all bids. THE TILLAMOOK CREAMERY,
By CARL HABERLACH, Sec.

A Twenty Year Sentence.

"I have just completed a twenty year health sentence, imposed by Bucklen's Arnica Salve, which cured me of bleeding piles twenty years ago," writes O. S. Woolever, of LeRaysville, N. Y. Bucklen's Arnica Salve heals the worst sores, boils, burns, wounds and cuts in the shortest time. 25c. at Chas. I. Clough's drug store.

A CORRECTION.

In Behalf of the Transportation Committee and Wadham & Co.'s.

The following letter was received by one of our business men, which shows the action of the Transportation Committee and Mr. Henry Hahn in regard to their attitute with the new boat, which explains itself. The letter reads :

Now, a word as to your information concerning the report that the writer has been instrumental in killing off the the new steamer proposition between Portland and Tillamook. In this connection the writers desires to say it is to be regarded that this impression has been planted among your people, for their can be nothing further from the truth than this In the first place, the writer is chairman of the Transportation Committee of the Chamber of Commerce and he gave these young men, the promoters, all the information at his command and gave them a letter of introduction to the merchants of this city in order to pave the way for them towards obtaining financial support among our merchants, in addition to which the secretary of the Transportation Committee, Mr. Van Heekeren, was instructed to assist Mr. Pohle in the pursuit of his enterprise and he spent at least eight or ten days in assisting. Just why, then, the Transportation Committee, or the chairman of it, or the house of Wadhams & Co., of which he is president, should be attacked is past the writer's understanding.

We have been shown the article appearing in the Headlight under date of April 2d and in reply can only say that Mr. Pohle, one of the promoters is entirely mistaken in his surmise that Mr. Elmore had anything whatever to do with his inability to obtain funds as readily as he expected from the Portland merchants.

As a matter of fact the Transportation Committee at all times assists transportation movements of this kind wherever it can—that is one of its cardinal functions, and nothing could be further out of line than to charge the Transportation Committee with any effort on its part to kill any transportation proposition. Its mission is to promote wherever it can but not to obstruct.

In justice to the Transportation Committee of the Chamber of Commerce and to Wadhams & Company I would kindly ask you to have the Headlight make the correction as before stated.

Yours truly,
HENRY HAHN,
For Wadhams & Co.

Opposed to Monopoly.

The directors of the Tillamook County Mutual Telephone Company, in the matter of a proposition made by the agent of the Pacific Telephone Co., Mr. Gregory, to put our stock in a company proposed to be organized in Tillamook, to receive certain parts of the present phone system, when repaired, made new, etc., we do not consider the proposition of the best interest to the most people of Tillamook county.

1st. Because it is formed on the monopoly system, in which one or two can own the principal part of the stock, control the system to suit their will, regardless of the wishes of the many small stock-holders.

2nd. Because the Farmer's Mutual system we represent is far superior in its organization. All are equal. It is what will reach the common people in that it is cheap, yet thorough, up to date in construction, and gives good service. It is not a money making system, but a money saving system.

3rd. Theirs is a one man power system. Ours is a co-oporative system. In other words, theirs is a Monarchal form of government, while ours is a Demociatic form, owned by the people, controlled by the people, for the people. We are here to stay as an organization We believe in honest competition. It is the life of trade. It forces better service. That is what we want. We feel sure subscribers will appreciate our action in this matter as your directors, for we have after due consideration, acted for what we conscientiously believe, to be best for you and the entire county of Tillamook.

Respectfully yours,
R. Y. BLALOCK, Sec.
L. T. SMITH, Chairman.
H. A. KINNAMAN.
D. L JONES

'One Touch of Nature Makes the Whole World Kin."

When a rooster finds a big fat worm he calls all the hens in the farm yard to come and share it A similar trait of human nature is to be observed when a man discovers something exceptionally good—he wants all his friends and neighbors to share the benefits of his discovery. This is the touch of nature that makes the whole world kin. This explains why people who have been cured by Chamberlain's Cough Remedy write letters to the manufacturers for publication, that others similarly ailing may also use it and obtain relief. Behind every one of these letters is a warm hearted wish of the writer to be of use to someone else. This remedy is for sale by all druggists.

He Got What He Needed.

"Nine years ago it looked as if my time had come, " says Mr. C. Farthing of Mill Creek, Ind. Ter. "I was so run down that life hung on a very-slender thread. It was then my druggist recommended Electric Bitters. I bought a bottle and I got what I needed—strength. I had one foot in the grave, but Electric Bitters put it back on the turf again, and I've been well ever since." Sold under guarantee at Chas. I. Clough's drug store, 50c.

TIME CARD
Astoria & Columbia River R. R. Co.

*28	*34	*24	*22	26	*30		*27	*29	*21	*23	25	
		p.m.	a.m.	p.m.		Lv. PORTLAND Ar.			p.m.	p.m		
		6.00	8.00	3.10		GOBLE			12.15	10.00		
		7.20	9.20	4.15		RANIER			10 55	8.40		
		7.35	9.35	4.27		QUINCY			10.40	8.25		
		8.05	10.05	4.49		CLATSKANIE			10.05	7.50		
		8.13	10.15	4.54		CLIFTON			9.52	7.40		
		8.52	10.51	5.23		Ar. ASTORIA Lv.			9.15	7.04		
		9.40	11.45	6.02					8.20	6.10		
					a.m.		p.m.	a.m.			a.m.	
a.m.	p.m.											
8.15	5.50	9.50	11.45	6.05	11.30	Lv. ASTORIA Ar.	4.00	8.15	8.05	5.50	11.00	
8.55	6.40	10.05	12.05	6.20	12.35	WARRENTON	3.35	7 55	7 45	5.35	10.40	
9.18	7 11	10.25	12.31	6.43	1.10	GEARHART	2.39	6.57	7.18	5.08	9.48	
9.25	7.20	10.30	12.40	6.50	1.30	SEASIDE	2.30	6.50	7.10	5 00	9.40	
9.39	7.25	10.35	12.45	6.55	1.35	Ar. HOLIDAY Lv.	2.2?	6.45	7.05	4.55	9.35	

FT. STEVENS BRANCH.

*40	*38	*46	*36	*44	*42		*39	*41	*33	*43	*35	*37
							p.m.	p.m.	a.m.	p.m.	a.m.	a.m.
a.m.	a.m.	p.m.	a.m.	p.m.	p.m.							
10.16	8.36	6.11	7.28	3.11	12.06	Lv WarrentonAr	12.35	3.35	7.54	6 40	8.55	10.39
10.23	8.43	6.20	7.38	3.23	12.15	Ar. HammondLv	12.25	3.29	7.45	6.33	8.48	10.30
10 26	8.46	6.25	7.41	3.26	12.20	Ar Ft.StevensLv	12.21	3.26	7.42	6.30	8.46	10.27

Trains marked * run daily.

Trains Nos. 25, 27 and 29 from Clatsop Beach, and trains Nos. 28, 30 and 34 from Astoria, run via Ft. Stevens.

Train No. 26, from Portland, 3:10 p.m.; is Saturday Special, stopping at Goble, Rainier Clatskanie, Astoria and Beach points, only.

CONNECTIONS—At Portland, with all trans-continental lines. At Goble, with Northern Pacific Railway Co. At Astoria, with steamers for San Francisco and Tillamook and Ilwaco Railway & Navigation Co.'s boat and railway.

Through tickets sold to and from all points in the East and Europe.

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Next Door to Tillamook County Bank.

The Oregon Cheese Co., Incorported, 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.

NOTICE

TO THE PEOPLE OF TILLAMOOK CITY AND COUNTY.

THE RED FRONT SHOE STORE

WILL SELL ALL STOCK ON HAND AT COST.
Strictly for Cash Until Further Notice.

So as to make room for a large stock for Spring and Summer Shoes that will shortly arrive from Chicago.

Come and get Bargains out of the largest and best selected stockof Shoes in the City.

P. F. BROWNE, Agent.

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We specialize on prescritption compounding and therefore carry a stock which represents everything that physicians hereabout are likely to prescribe. All new worthy pharmaceuticals are here as soon as out and our line of prescription drugs is complete at all times. Only goods of highest purity and quality are ever used.

Physicians who are acquainted with our stock and methods invariably feel sure of best results from the medicines they have prescribed when they see our label on the bottle.

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Reliable Druggist,
Tillamook, Ore.

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Both phones.

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ATTORNEY-AT-LAW,
TILLAMOOK, OREGON

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ATTORNEY-AT-LAW,
Deutscher Advokat
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T. H. GOYNE,
ATTORNEY-AT-LAW.
Office : Opposite Court House
TILLAMOOK, OREGON

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ATTORNEY-AT-LAW,
TILLAMOOK .. OREGON

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PHYSICIAN & SURGEON
TILLAMOOK.
Office: Olson Building.
Residence: One block South of Church.

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Office over J. A. Todd & Co's
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W. C. HAWK,
PHYSICIAN & SURGEON
BAY CITY, OREGON

THOMAS W. ROSS
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Residence : Allen House, Tillamook

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