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The Tillamook Headlight.
Fred C. Baker, Publisher.

THE ELECTRIC VEHICLE

Electrification of the Trackless Wagon. Machines to Do the Hauling Instead of Horses.

While the idle prophesy of Thomas A. Edison that the streets of New York City will eventually be without horses may, or may not come true, certain it is that the great metropolis boasts of more horseless vehicles to-day than any other city in the world.

In place of the old horse-cars and omnibuses the surface, elevated and subway electric railway systems carry more than a million passengers daily. Imagine 500,000 horses racing down Broadway and an idea may be had of the motive power furnished by just one power station of the four electric street-car transportation companies in the boroughs of Manhattan, the Bronx and Brooklyn. This is only a part of the enormous power required to drive the electric cars of the city up and down the streets, carrying men and women to and from their work and play. Thousands and thousands of horses have been eliminated from the streets by horseless vehicles and electric cars, making the city cleaner, healthier, less congested and less dangerous.

Horseless vehicles of all kinds fill the streets of New York. Automobiles, carrying crowds of merry-makers, dash along. Huge wagons, loaded with provisions and merchandise, roll noiselessly over the asphalt. Electric cabs dash hither and thither. Horseless delivery wagons, vans, drays and trucks pass almost noiselessly over the pavements.

It seems to be predestined that electricity shall take the place of the horse in the cities, and, to a large extent in the country. The steam engine, which sounded the death knell of the old leather-creaking, six-horse stage coach, is in its turn vanishing before the powerful electric locomotive. To-day no steam engines enter the great city of New York. The trolley has usurped the place of the ancient horse-car and the ponderous omnibus, and the electrification of the millions of trackless wagons that swarm in our cities is well under way.

After thousands of years of trackless transportation, depending upon the physical exertion of man or beasts of burden, machinery is now ready to do this work.

The usefulness of the steam railroad ends at the terminals and stations in the cities along its lines. Even the electric cars can go no further than the tracks extend. The freight and express must be delivered from freight houses to customers by trackless wagons. A few years ago all this freight work was accomplished by thousands and thousands of heavy teams, and in addition the merchant who sold the goods had to have additional horses and wagons to deliver his wares to his customers. The cost for maintaining these horses ran easily into the millions of dollars. It is a day and age when nearly everything is done by machinery and it is not strange that a large number of delivery wagons and heavy trucks are now mere machines, instead of animal hauled vehicles, which are not subject to cholera and distemper and do not consume millions of bushels of oats and thousands of tons of hay.

The life of the average horse is only about 16 years and for less than ten years of this life is the animal capable of hard work. In the heavy trucking work of the cities, even with the best of care, the average working life of a horse is less than six years and the heavy hauling service in New York wears out a horse in two years. In department store delivery work a horse will last about four years of continuous service.

The feed and care for horses in the cities is very expensive. It is just as hard to get competent men to drive the teams, who will not injure the horses by unskilled driving, as it is to get good horses when the market is full of bays, vicious and diseased animals.

It has been fully demonstrated that machinery can be economically utilized for transportation. One electric wagon in delivery service will do the work of two horse-drawn wagons and eliminate three or more reserve horses in the stable. The electric vehicle will do the same work quicker and without regard to icy pavement or wet asphalt. The electric wagons can be run into the shipping floor, carried by elevators from floor to floor to facilitate loading—a method in every way preferable to a half

a block of horses and wagons backed against the curb. It is estimated that with the use of electric vehicles traffic room in the city streets would be increased by 300 per cent.

There are three things to consider in any method of transportation; the load and the vehicle. The road and the load are the same no matter what form of transportation is used. Hills, bad roads, frequent starts and stops, long routes and heavy loads are equal in their demand on animals or machines. The vehicle is the only one of these factors which can be improved. Roller bearings and reduced friction makes the transportation difficulties easier.

Nearly all the earlier electric vehicles were driven by two motors mounted on the rear axle. The General Vehicle Company of New York, in their efforts to reduce weight and friction and increase the efficiency of transmission are using a single motor suspended from the body of the car and the power transferred from the counter shaft to the rear wheels by means of chains and sprockets. Five motors for this kind of work have also been improved, doing away with very ounce of excess weight and increasing the efficiency many per cent.

Vehicles that a few years ago consumed 120 watt hours a ton mile now consume less than a hundred watts. So completely is the mechanism of the electric wagons concealed that they differ but slightly in appearance from the ordinary horse-hauled wagons. In the larger cities it is no uncommon sight to see electric trucks hauling as much as five tons, electric sight-seeing coaches and omnibuses loaded with people, electric police patrol wagons, ambulance, delivery wagons, coal wagons and moving vans.

Although there are ten times as many vehicles used for business purposes as in the pursuit of pleasure the development of automobiles for commercial purposes has been slow. If horses could be entirely superseded in New York by automobiles the cost of cleaning and repairing the streets would be one-half less. The cartage of the city could be handled within one-fourth of the space now occupied by horse-drawn vehicles, and only one-fifth of the floor space would be necessary to accommodate all the automobiles necessary for the traffic of New York.

The Country's Supply of Cash.

The treasury mathematicians tell us that the aggregate circulation of the country on August 1 was \$3,045,962,547, as compared with \$2,781,323,560 at the same date in 1907. The present figures break all the records. And the tendency is upward. Moreover, the gold element of the circulation is larger than it was a year ago. It amounts to \$615,788,276. As the gold production of the country stands a chance to go to the \$1,000,000,000 mark in the calendar year 1908, the gold stock in the banks and in the people's hands is reasonably certain to touch record-breaking figures by New Year's of 1909.

These big gains in the amount of money in circulation are calculated to make Bryan wish some of his predictions of 1896 and 1900 could be wiped off the state. One of his complaints in his first canvass was that the refusal to throw the mints open to silver would reduce the stock of money in the hands of the people to such a degree that there would not be enough to take care of the exchanges. Like all other political prognostications this one turned out to be widely astray. Not only his money increased rapidly in those years, but it has grown faster than population. The growth in the gold ingredient of the circulation has also been much greater than has the increase in the number of the country's inhabitants.

The per capita circulation is now \$24.77, as compared with \$32.27 a year ago. At the time, in July, 1896, when Bryan was starting his little reign of financial terror, the per capita circulation was \$21.10. The population of the country has increased 24 per cent in those dozen years, but we see that the volume of the country's cash has grown much faster. The difference between a circulation of \$21.10 in the middle of 1896 and one of \$24.77 now shows the wide divergence between Bryan's prediction and the actual facts. Much of this increase in circulation has been due to the fact that Bryan was beaten in that year and also in his canvass of 1900. And Bryan's defeat in 1908 will foreshadow a further big gain in the coming four years. So long as Republican policies prevail the country will have active business and enough cash of the best sort to finance it.

Excellent Health Advice.

Mrs. M. M. Davison, of No. 379 Gifford Ave., San Jose, Cal., says: "The worth of Electric Bitters as a general family remedy, for headache, biliousness and torpor of the liver and bowels is so pronounced that I am prompted to say a word in its favor, for the benefit of those seeking relief from such afflictions. There is more health for the digestive organs in a bottle of Electric Bitters than in any other remedy I know of." Sold under guarantee at Chas. I. Clough's drug store. 50c.

She Likes Good Things.

Mrs. Chas. E. Smith, of West Franklin, Maine, says: "I like good things and have adopted Dr. King's New Life Pills as our family laxative medicine, because they are good and do their work without making a fuss about it." These painless purifiers sold at Chas. I. Clough's drug store. 25c.

Interesting Scraps.

New Zealand is not behind other countries in the cordiality of its welcome to the American battle ships. The big fleet is a world-winner.

A powerful improved waterway argument: Montreal exported 7,901,252 bushels of wheat in June and July, and all our Atlantic ports combined only 7,585,381 bushels.

California counts on an apricot crop of 130,000 tons, worth \$1,250,000. Secretary Wilson may be compelled to mark up his figures on this year's crops when all the returns are in.

Canada is the scene of one of the greatest railroad strikes the world has ever known. The Canadian authorities will now have something to do besides criticize American policies.

It is remarked that Mr. Taft has a judicial mind in considering a question and is a master of the power of pleasing in energetic executive action. The blend is a good one for statesmanship.

In introducing Mr. Taft to an audience of lawyers a Virginia judge remarked that he "had touched nothing he has not strengthened." The phrase will be remembered because it is an exact fit.

A southerly balloon sent up in Massachusetts registered 30 degrees below zero at a distance of six miles. One of the pleasures connected with aeronautic news is its refreshing suggestions in summer.

Engineers estimate the cost of a new canal 20 feet deep between Lake Huron and Montreal at \$99,000,000, and though the Canadians number only 6,000,000 the figures have a bargain counter look to them.

On account of its deep waterway facilities Montreal is getting more ground this season than it can handle, and allows New York to take the overflow. It is an instructive fact that in grain exports Montreal is now first, New York having dropped to second place.

It is claimed that a cow needs eight gallons of water a day, and will consume that much if it is within reach. Milk is composed of about 87 per cent water. Cows confined to pastures in which there is no running water and the cows are watered morning and night, it would necessitate that a cow would have to drink four gallons at a time in order to be supplied. As the cow does not know that she must drink four gallons, she will naturally use less and reduce her milk supply accordingly.

At Hot Springs, Tuesday, candidate Taft gave out the text of a letter he had received from Ben Chapin, editor of the Railroad Employee, published at Newark in the interests of the railroad workers, in which satisfaction with the Taft acceptance speech is expressed, especially the part dealing with the labor issue, and holding that labor would not demand legislation for itself which it would not grant to capital in the way of protection.

Presumably due to the industrial depression of the past year, the death rate from accidents by rail appears to be on the decrease. The Accident Bulletin of the Interstate Commerce Commission for the first quarter of 1908 shows a total of 125 passengers and employes killed, as compared with 220 such deaths in the preceding quarter, and with 346 in the one before that. The latest record is the smallest since these statistics were first collected in 1901. During the first quarter of this year the number of deaths of passengers and employes from all causes was 728, against 1092 in the preceding quarter. In the same period the number of casualties was 15,441, the last within three years.

Dairying is going to become one of the principal agricultural industries in Oregon, and with this idea in view the Oregon State Fair management is giving more encouragement to the dairy department of the coming fair, at Salem, September 14-19. This department will be superintended by Mrs. S. A. Yakum, of Marshfield, who owns and conducts a large dairy farm in Coos county and is dairy inspector of that county; she is also one of the vice-presidents of the Oregon Dairywomen's Association. Mrs. Yoakum says there is going to be a grand display of dairy and creamery products at the fair next month, and has asked for additional space for the exhibits. In answer to her demand the fair board has concluded to move the "rest tent" over and annex it to the dairy building, and under this the different firms dealing in dairy and creamery outfits will be allowed space for their working exhibits, thus leaving the whole of the dairy pavilion proper for the creamery and cheese factory entries. A large platform will be erected adjoining on which will be displayed one of the modern milking machines in operation twice daily during the fair. Mrs. Yoakum will also have charge of the milch cow test, which is one of the interesting features of the fair and in which there is considerable strife by the owners and exhibitors of the various dairy breeds of cattle.

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We Sell Them.



W. A. WILLIAMS & CO.,
Next Door to Tillamook County Bank.

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.

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 stock of Shoes in the City.

P. F. BROWNE, Agent.

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 Best Hotel.

THE ALLEN HOUSE,

J. P. ALLEN, Proprietor.

Headquarters for Travelling Men.

Special Attention paid to Tourists.

A First Class Table. Comfortable Beds and Accommodation.

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PROPRIETOR

Tillamook Iron Works

General Machinists & Blacksmiths.

Boiler Work, Logger's Work and Heavy Forging.

Fine Machine Work a Specialty.

TILLAMOOK,

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Centrally located.

Rates, \$1 Per day

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The Best Hotel in the city. No Chinese Employed.

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Complete set of Abstracts in office. Taxes paid for Residents.
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A. W. SEVERANCE,

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R. T. BOALS, M.D.,

PHYSICIAN & SURGEON
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Office: Olson Building.
Residence: Mrs. Weiss' house, Mrs. Walker's.

DR. I. M. SMITH,

PHYSICIAN & SURGEON
Office over J. A. Todd & Co.
Tillamook, Ore.

W. C. HAWK,

PHYSICIAN & SURGEON
BAY CITY, OREGON

THOMAS W. ROSS,

PHYSICIAN & SURGEON
Office: Opposite Post Office
Residence: Allen House, Tillamook

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REAL ESTATE
FINANCIAL AGENT
Tillamook, Oregon.

DR. P. J. SHARP,

RESIDENT DENTIST
Office across the street from Court House.
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The Fashionable Tailor
Cleaning, Pressing and Repairing a Specialty.
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