

Advertising Rates.

LEGAL ADVERTISEMENTS:

First insertion, per line..... \$ 10
 Each subsequent insertion, line..... 5
 Business and professional cards,
 1 month..... 1 00
 Home-stead 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.

SOMETHING ABOUT ROAD WORK.

The Blatherskites and the County Court--Contract Work not Practical.

The way to obtain good roads in the county by good roads advocates is to work hand-in-hand, harmoniously and in conjunction with the County Court. Unfortunately, however, a few blatherskites have undertaken to ridicule the County Court, not in the interest of good roads, but, presumably, for political reasons. This is no time for silly, idle, nonsensical abuse and criticism nor the time for office seekers to butt in. It is good roads that are wanted and the court is just as much interested in good roads and more so, than those who have lately drifted into the county and have taken the role of dictator. Certainly they are barking up the wrong tree. Suppose, for instance, that the court had ordered road work to be done this winter, what would have been the result? A large amount of road money would have been wasted and nothing accomplished, for the reason that the long spell of wet weather and the heavy teaming made it impossible to improve roads under those conditions. The County Court would have been willfully wasting road money had it attempted to do so. Every tax payer with ordinary common sense and good judgment will admit that. The weather conditions the past winter was not only hard on the roads, but there was little outdoor work and building, and those who did undertake to build, such as the new saw mill, know somewhat of the difficulties they had to contend with. Good roads are needed for the development of the county, and the proper spirit that should manifest itself at the present time is united effort on the part of the County Court and the people of the county, not silly nonsense and misleading statements to prejudice the people's mind against the court. People have not forgotten what a splutter the Herald made when Oak Nolan wanted to be county judge until a political frost struck him. Now it is Rollie W. Watson who aspires to the judgeship. But we will repeat, this is no time to mud sling or to wrongfully ridicule the court by those who want political office, for it is only united efforts that will bring about the best results in road improvements, no matter under whose supervision the roads are constructed.

Quite a number of persons lately have been arguing that all road work should be done by contract, and in doing so they have not studied every phase of their argument. We will make this statement simply to set people thinking: Modern, scientifically constructed roads cannot be built in Tillamook county at present under the contract system. Why? Because there are no contractors, and there is not likely to be, in the county with the necessary expensive equipment to build modern roads. Those who need a job of printing go to a printer because he is equipped with the machinery to do the work, and the same thing applies to every line of business, they must have the proper appliances to do the work. It is the same thing with modern road construction. Without elongating on that point we think people will see the logic of our contention that road builders and contractors must be equipped with rock crushers, steam rollers, engines, teams, wagons, etc., to do road work properly. True it is that contracts could be let for a limited amount of clearing and grading on new roads, but that is not building rock crushed, macadam roads. Another thing, the County Court has purchased the necessary machinery to construct modern roads, and before it has had an opportunity to use them to good advantage. There is an agitation for contract work, so what with the agitation for the County Court to employ an engineer, to let all work by contract and to make no change in the supervisor system, the court is up against a problem. Most everybody have their ideas how roads should be built and under what system, and it is unnecessary for us to add that there is a great difference of opinion even amongst good road advocates, so the Headlight man may be excused for butting in and having his little say, and here it is in brief form:

1st, A practical road engineer should be employed to make surveys, plans and

specifications for all proposed improvements, with approximate cost, for the benefit of the court; and the same with bridge work.

2nd, The County Court, in appropriating money for each district, decide as early as possible what roads should be improved and opened up, or how much thereof improved.

3rd, As soon as the weather will permit in the spring, the engineer should employ a crew of men, used to that kind of work, and with the road equipment recently purchased, all under the engineer's direction, start in one end of the county and end up at the other end of county, doing the work in as quick time as possible before the wet season sets in.

4th, Repair work, rock crushing if necessary and preparations for the next summer's work to be taken up and decided upon during the winter months, which would give the engineer time to go over the county and see the roads in their worse condition.

That is the system that the Headlight man would adopt and carry out if he had a voice in the matter and had to foot the bills. It would be, probably, too late this year to carry that plan out to its entirety, unless road work was delayed. It will take the County Court some little time in selecting an engineer—should the court decide to do so—for it will greatly depend upon the ability of the engineer in handling a large crew of men to the best advantage. The most important thing is to get the right man, for a poor engineer and road builder would be worse than a poor supervisor.

The Headlight man is not an aspirant for any office nor is this newspaper boosting anyone for county positions. It simply offers the above suggestions for what they are worth. In doing so, however, we believe that this is the most practical and economical system of road building in which the county would get good roads and value for the money put into them.

The Auto and Good Roads.

With reference to the practical effort put forth to secure uniform automobile legislation in New York, Connecticut and New Jersey, the New York Tribune says: "The most serious question for consideration in arranging such legislation is doubtless that of the construction and maintenance of roads. Indeed, that is the most important question to be considered by any individual state in connection with its automobile laws. The demand for good roads for all purposes is much stronger than the former embarrassed use of roads by motor-cars. These three states have done much for the improvement of roads, and one of them claims to have a larger proportionate mileage of good roads than any other state in the Union. But it has been found that even the best of the macadam and telford roads which have been built in the last thirty years are unsuited to automobile traffic. They do not endure the impact and the friction of those ponderous and swift machines. Roads which were practically perfect for other traffic, and which would have lasted for many years, have been reduced in the last two or three years to almost hopeless wrecks.

Men are beginning to realize, therefore, that the whole system of improved roads must be largely reconstructed on a new and much more costly plan. Precisely what kind of construction will best endure the stress of automobile traffic is yet to be determined. But in the execution of the plans whenever they are completed it may be necessary for the state as a whole to be concerned. The day of local "road masters" is nearing its end. With state laws providing for the regulation of traffic, and with a traffic which roads of ordinary construction are quite unable to bear, it will probably be necessary for the state to assume the cost of road building and to provide the expert engineering direction required for the construction of suitable highways. That will be the more strongly demanded for the sake of equality if the license fees and other taxes paid by the operators of automobiles go not into the local but into the general state revenue. That automobiles should pay a special tax for road maintenance is quite just and there will be no serious objections to it, though it is not to be expected that they should pay the whole cost of road maintenance. They wear out roads, but the very fact that they traverse the roads so freely and easily adds greatly to the value of property, so that a community or state can well afford to spend more money on its roads for their sake, in addition to what it gets from them for the purpose.

Object to Strong Medicines.

Many people object to taking the strong medicines usually prescribed by physicians for rheumatism. There is no need of internal treatment in any case of muscular or chronic rheumatism, and more than nine out of every ten cases of the disease are of one or the other of these varieties. When there is no fever and little (if any) swelling, you may know that it is only necessary to apply Chamberlain's Liniment freely to get quick relief. Try it. For sale by Lamat's drug store.

People past middle life usually have some kidney or bladder disorder that saps the vitality which is naturally lower in old age. Foley's Kidney Remedy corrects urinary troubles, stimulates the kidneys, and restores strength and vigor. It cures uric acid troubles by strengthening the kidneys so they will strain out the uric acid that settles in the muscles and joints causing rheumatism. J. S. Lamar, Tillamook; Hawk & Miller, Bay City.

Obituary.

Lester P. Smith, eldest son of Jasper and Sarah Smith, of Newberg, died at Josephine Hospital, at Wesser, Idaho, of kidney and bladder trouble, March 18, and was brought home to Newberg, where he was laid to rest on Sunday, the 21st, at 2 p.m., by the side of Elmer, his brother, who was killed in a mine cave in at Nome, four years ago.

Lester was born in Yamhill County, Oct. 6, 1867, and spent most of his life in Oregon. The greater part of his young life was spent in Tillamook Co., where he taught school and was School Superintendent one term.

He was admitted to the bar at Salem in 1894, and was married the same year to Miss Mary Kennedy, who died in 1896, at Oregon City.

Lester went to the Philippines with the Second Oregon and remained until the boys were ordered home. He went to the Seven Devil mining district of Idaho in 1900, where he lived until his death. He was State Representative to the Idaho legislature in 1906, and was employed by the government, in government reserve work, at the time of his death.

Lester was a man of good morals and character, a friend to every body, spoke ill of no body. He leaves besides his sorrowing widow and parents, the following brothers and sisters, Maud Smith Porter, of Newberg, Will Smith, of Portland, Clyde Smith, of Eastern Oregon, P. Smith, of Newberg, Robert and Rex Smith, of Corvallis, Hubert Smith, of Cloverdale, and Dolph and Hazel Smith, of Newberg, besides many other relatives in different parts of Oregon, as well as hosts of friends in Oregon and Idaho who will regret his sad death.

Britannia is still supposed to rule the wave, but the Wright brothers have staked a pretty strong claim on the air.

A habit of distributing wealth during the life time will not only flank inheritance taxes, but the industry of breaking wills.

Cuba is demonstrating its capacity for self government. President Gomez has been in office six weeks and already has an insurrection on his hands.

Perhaps Mr. Bryan will claim that the tariff reductions steal his thunder. He can get a better keynote by noting the treatment of Missouri zinc.

When such midgets as Servia and Nicaragua threaten to disturb the peace of the world, the disarmament idea appears to be stationary all along the line.

Champ Clark is now an expert in telling the difference between a distinguished Republican insurgent reformer and a diabolical Democratic insurgent traitor.

Some of the Democratic newspapers refer to it as "the Cannon oligarchy." This is worse than Caesarism or militarism, but it is no more tyrannical than Bryanism.

The tariff bill is likely to undergo some modifications, but in general it strikes the country as a safe and sane production, and a good example of conscientious congressional work.

Senators La Follette and Tillman will earn \$25,000 each on the Chautauque this summer. It pays to be good. Col. Bryan's earnings from the same source will amount to \$100,000. It pays to be better.

A wireless message was sent last week from the Eiffel Tower to Halifax and thence relayed by way of Nantucket and New York to students at Princeton. Paris is not entirely cut off from telegraphic communication with the world.

A combination of alfalfa meal, beef scraps, cut bone and a few other ingredients of minor importance makes the best feed for chicks and laying hens that can be secured and would be more generally used were not so much labor involved in the preparation. As most egg foods contain these ingredients it follows that they must be valuable for the purpose for which they are compounded. With alfalfa meal a poultryman need not hesitate about keeping laying hens confined the year round if necessary for the meal is fully as valuable in maintaining health and productiveness as the best natural grass.

What is considered a significant industrial discovery was claimed by Dean George B. Frankforter, of the College of Chemistry of the University of Minnesota. It means, he asserts, that the United States will produce a hundred times as much wood pulp paper as was believed possible and that every cord of fir lumber will yield \$10 profit on by-products alone and that the greater part of the 60 per cent of a tree now wasted will be turned into profit. The perfected process consists of taking small pieces of waste wood or dust, laying them on a chemical process of distillation carbon bisulphide or gasoline is poured over the sawdust, dissolving the turpentine and resin, which pass off as gas into a coil of pipe leading to a tank. The process is similar to the distillation of sugar. The wood pulp remains free from pitch and is suitable, it is asserted, for the manufacture of paper. The existing method of distillation left the pulp in the form of charcoal.

FIRE. FIRE. FIRE.

The Entire Stock of
BOOTS AND SHOES
 of the
Red Front Shoe Store
 is offered for Sale at COST.

Owing to the damaged condition of the store building I am compelled to dispose of my stock at a sacrifice on account of the late fire. The public is invited to come and get lots of Bargains from a well selected stock of Boots and Shoes.

Remember the place: The Red Front Shoe Store.
 P. F. BROWNE, Salesman.

HEADQUARTERS FOR
DAIRYMEN'S SUPPLIES
 AND
STEEL STOVES & RANGES

We carry a Large Stock of
 Hardware, Tinware, Glass
 and China,
 Oils, Paint, Varnish, Doors, Window
 Sashes,
**Fine Line of Choice
 GROCERIES**

Agents for the Great Western Saw.
ALEX. McNAIR CO.
 The Most Reliable Merchants in Tillamook County.

FOLEY'S KIDNEY CURE

Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more.

J. S. Lamar, Tillamook, and Hawk & Miller, Bay City.

THE WORLD'S GREATEST SEWING MACHINE
 LIGHT RUNNING
NEW HOME

If you want either a Vibrating Shuttle, Rotary Shuttle or a Single Thread (Chain Stitch) Sewing Machine write to
THE NEW HOME SEWING MACHINE COMPANY
 Orange, Mass.

Many sewing machines are made to sell regardless of quality, but the New Home is made to last. Our guarantee never runs out. Sold by authorized dealers only.

FOR SALE BY
E. T. HALTON, Agent.

TODD & CO
 Clothiers and Furnishers

The Store That
 Makes Good.

New Year.

We are now entering upon a New Year.

Let us make this the most prosperous year Tillamook County has ever enjoyed.

We should all encourage, aid and assist all industries and enterprises, and not play freeze out with what we have.

We are going to do our part by boosting.

We will also try to do even better than we have heretofore in keeping up with our stock of goods in every line and furnish the best goods possible for as little money.

Notice.

NOTICE IS HEREBY GIVEN.—That the County Court of Tillamook County, Oregon, will receive bids for the construction of a Ceptic Tank, to be located on the property now owned by the Tillamook Lumber & Manufacturing Co., near the outlet of the said Sewer, leading from the Court House.

Said Ceptic Tank to be constructed of cement and hider to submit plans and dimensions of tank with bid.

All bids must be filed in the office of the County Clerk, of Tillamook County, on or before 9 o'clock a.m., Wednesday, the 7th day of April, 1909.

County Court reserving the right to reject any and all bids.

By order of the County Court.
 J. A. HOLDEN,
 County Clerk.

FOLEY'S KIDNEY CURE
 Makes Kidneys and Bladder Right

WE BUY FURS HID

for spot cash. 10 to 20% more money for you to ship than you can get at home. Write for Price List, Market Report, Shipping Tags, and all the information you need. We are now buying all kinds of furs, including: Beaver, Mink, Otter, Fox, Rabbit, Skunk, Badger, Possum, and all other kinds of furs. We pay for the skins and the animals. Write for our circular and we will send you one free of charge. Address: Anderson Bros., Dept. 24, 1000 Broadway, New York, N.Y.