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**The Tillamook Headlight.**

Young America is no longer satisfied with a toy balloon. He must have either an automobile or an aeroplane.

Aeroplanes for war are not a new idea. The motherly hen has contended with them ever since hawks acquired a taste for young poultry.

Champion Johnson not only knocked Jeffries out, but he has aroused a sentiment that will go far towards putting an end to prize fighting in the United States.

A runaway couple in Illinois hired an "elderly appearing man" to swear that the school girl was his daughter and that he gave his consent. Here is a new line of industry opening to anybody willing to take it.

Plans for a commercial airship on an elaborate scale, and known as a gyroplane, capable of carrying 100 passengers at a speed of 100 miles an hour in all weathers, were revealed by the incorporation of the Universal Aerial Navigation Company at St. Louis. The machine is said to be the invention of J. W. Orman, who has one large machine in process of construction. It is a combination of the gyrocopter and the helicopter.

That the Aloop process of bleaching flour is a violation of the national pure food law, which prohibits every form of adulteration, is the gist of the verdict rendered by the federal jury at Kansas City in the test case based on a shipment of the ordinary white flour from the Lexington Mill and Elevator Company of Lexington, Neb., to a grocer at Castle, Mo. The government charged adulteration because in the bleaching process nitric and nitrite-reacting material are used. The defendants were also found guilty of misbranding, in having labeled the shipment as fancy patent flour. Judge McPherson ruled that it was not necessary to show that a poison was used in the process, but only that a "poisonous ingredient" was introduced, the word being used in its qualitative and not its quantitative sense.

A movement was started the day after the fight in several cities, notably in Boston, Baltimore, Washington and Cincinnati, to prevent the public exhibition of the moving pictures of the Reno encounter. From its headquarters in Boston the United Society of Christian Endeavor ordered its branches throughout the country and foreign lands to begin a campaign against the pictures. Its secretary, William Shaw, sent to every state governor a petition asking that they be barred from the state. Chief of Police Sylvester of Washington, D. C., as president of the International Association of Police Chiefs, is helping the movement, as the association is on record as opposing all such picture shows on the ground that they tend to increase crime. The race riots already reported have added much strength to this campaign, as it is learned that the pictures will cause more outbreaks of racial animosities.

One of the most amusing features of the affair which drew to Reno 10,000 "sports" and sidetracked weighty news of the state and business was the certainty of the famous special writers, authors and sporting gentry, as evinced in their dispatches on the eve of the battle. For instance, Alfred Henry Lewis wrote: "It will be as though one were armed with a sword of steel against the other's sword of lead. Jeffries, by the sheerest dint of temper and trenchant bitterness should split his foe wide open like a mackerel." Said Corbett, the ex-champion and trainer of the boiler maker: "It will be Jeff in a walk." Fitzsimmons: "Jeffries will hit the nigger once and Johnson will turn white. Why, Jeff can kill him." The only notable exception to the chorus of Jeffries' rosters was Mike Murphy, the famous University of Pennsylvania coach, who finally picked Johnson as the winner, having found evidence that Jeffries had developed fat concealed under his muscular outfit.

About this time in every even number year the Democratic party sweeps the country. In July, 1906, they carried the House of Representatives. Bryan had himself elected in July, 1908, or said he had. And his campaign managers conceded that he was correct. An interview of this cheerful sort has just been given out in New York by a Democratic leader. He says the Republicans are split into factions; that the Democrats are harmonious; that they will carry the House of Representatives in November, and make a gain of five or six senators;

that in the House of the coming Congress the Democrats will pass a tariff bill which will reduce the duties to a revenue basis; that they will cut down appropriations to the wants of the government economically administered, and that they will restore the merchant flag to the seas, but not by subsidy. And, incidentally, he declares that the tariff will be the paramount issue in the campaign, and that the Democratic party will win on it. It may be well to say at the outset that the man who give out this interview is one of the men who, as a member of the Notification Committee, informed Parker in midsummer of 1904 that he was to be elected that year by one of the biggest majorities which any candidate for the presidency had received in a generation.

**Caucasians and Civilization.**

Discussion in the London newspapers of the fight at Reno shows that intelligent opinion abroad is in line with such opinion in this country as to a danger involved in the outcome. The London Times, conservative and restrained, but always with an opinion to express in all important matters, says it hopes that the victory of the black man over the white will not lead to race conflict and it sounds a wise and generous note of warning to the weaker race in this country, to which, we believe its leaders can be trusted to hearken, in telling them that any exhibition of boastful pride, arrogance or assumption widespread enough to lead to a general reprisal, would be most unfortunate for them and their future.

It would be a gastly commentary upon this age if, in dealing with the great problem we are trying to solve here in just and humane ways, the clock could be set back by the hands of two sluggers, fighting for a purse hung up by sports and promoters seeking to enrich themselves out of the proceeds. If all the earnest thinking of earnest men, the toil and patience of all who have sought to reconcile hostile elements; the work of the giants who have, with one hand, tried to lift a fallen race, and, with the other, tried to save the other race from falling, could be lost with the money that was lost on a beaten prize fighter, then, indeed, the question would come out of Nevada again as it came before: "Is civilization a failure, and is the Caucasian played out?" It would be answered now, as it was answered then. It would be again demonstrated that the Caucasian is not played out, although, in the demonstration, now as then, it would have to be demonstrated that his civilization endures partly because it is the highest virility of any civilization ever known.

A "race war" might last for a day and perhaps a night longer. But it would be followed by greater tragedies of the weaker race. Those who, with an open mind, have seen a lately servile people growing in literacy, in property, in religious and social activities, and who have rested under the assurance that a maintenance of such progress must in time solve what many claim to be an insoluble problem, would then see a "going back" greater than any seen at Reno. In the return of old persecutions growing out of the inflamed passions which long survive the asking and answering of the question whether the Caucasian is played out, a people which now offers much of hope and promise for its future would find itself snuffed out as a candle. The wick and tallow would remain, but the growing light would be extinguished. All of this is so clearly to be seen by men of light and leading, such as Booker Washington and some others of his race, that, while the London Times has spoken the thought of many of us over here, who are to face the situation, and be called to deal with it should it ever arise, have less occasion for dread than those well wishers of the weaker race who live abroad. For we know its strength as well as its weakness, and we know that its better and more prevailing counsels are not those of madness. Fools it has with it always, as have we. But because, being the weaker, it cannot afford to give its fools the rope as we give ours, without letting them hang themselves, we trust it to save itself and such rights and opportunities as it now enjoys and such as a continuing development will give it by plain recognition of the plain fact that, in spite of a prize fight in a gambling camp, civilization is not a failure nor is the Caucasian played out.—Globe Democrat.

**Twenty-Five Cents is the Price of Peace.**

The terrible itching and smarting, incident to certain skin diseases, is almost instantly allayed by applying Chamberlain's Salve. Price 25 cents. For Sale by Lamar's Drug Store.

**UNITED RAILWAYS PLANS COMPLETED.**

**Line to Tillamook Will Handle Traffic in Two Hours Run.**

Portland to Tillamook in two hours or less is the promise given, in a statement to The Oregonian, by John F. Stevens, president of the United Railways. In a comprehensive outline of the plans for the construction of the United Railways' line to Tillamook and of the development of the country in Western Oregon, President Stevens yesterday told of plans for diverting the heavy freight traffic of the streets of Portland by the expedient of building a connecting line between the United Railways and the Forest Grove division of the Oregon Electric at a point near Orengo and about three miles west of the Cornelius tunnel.

Over this line, according to President Stevens, all traffic to and from the Willamette Valley, not terminating or originating in Portland, will be handled over the United Railways and interchanged in North Portland with the North Bank road. The idea is to keep Front street clear of all other save purely local traffic.

President Stevens points out the advantages of the quick service to the beach which will result from the completion of the Portland-Tillamook line, and tells of the great development which is expected along the line. He said he was unaware of any attempt being made by the Oregon Electric to secure a Eugene franchise, but said the road would inevitably enter the Willamette Valley town and it depended on the people of the town just when this should be.

Following is the statement made by President Stevens yesterday:

"Since the management of the United Railways Company has been in the present hands its affairs have been gone thoroughly into and plans for future development have been formulated in a general way. The company has completed the final location of its proposed line through to Tillamook Bay, and has secured the greater part of the right of way and necessary terminal grounds at the bay.

**Road Will Be High Grade.**

"The line, when constructed on the present location and plans, will be a very high-grade piece of railroad with unusually easy curvature and long tangents, considering the character of the country traversed. It will be entirely practicable to cover the 70 odd miles from Portland to the bay in two hours or less. In fact, it is expected that express trains can handle people to and from the beaches to Portland station in two hours. What this would mean to the people of Portland it is easy to see. It would mean that a full day could be spent at the seashore and not on the train. It would mean that a Portland business man could have his summer home at the beach and keep in full touch with his business affairs.

"The work of construction will necessarily be very heavy, owing to the high standard adopted for the new line. There will be a number of tunnels, the longest being about one and one-quarter miles in length. The road, after passing through Cornelius Gap by a 4000-foot tunnel now under construction, strikes directly across the upper Tualatin Valley, through Cedar Canyon and over to Upper Gales Creek, thence through the crest of the Coast Range and down the picturesque Wilson River to the shores of Tillamook Bay. Every mile of it will afford a scenic ride of rare beauty.

"Built with generous standards of roadbed, laid with 10-pound rail, fully tie-plated, heavily ballasted, and provided with modern signals and every device necessary to insure the safety, comfort, and speed of travelers, this line will represent the expenditure of several millions of dollars, but which, in the opinion of its owners, will be justified by the great undeveloped resources of the country to be opened up and the certain future growth and importance of Portland.

**Tunnel Ready Next March.**

"The company has placed orders for the electrical machinery, including substations, necessary to equip the line for 30 miles, or to the west side of the Tualatin Valley and this section of the road will be completed and put into operation during the present year. The tunnel through Cornelius Gap will probably be completed next March, but as the company has built and has in operation a temporary line over the tunnel, it will not be necessary to complete the latter before operation can be begun.

"The Ruth Trust Company, which is owned by parties friendly to the railway company, owns a large

tract of land at Glencoe, which it is now platting and will shortly put on the market this new town-site. It will also place on sale a large number of small tracts, five and 10 acres, adjoining the new town. Undoubtedly the present movement to cut up the large farms holdings into small tracts, suitable for fruit and market gardens will continue, and as Glencoe will have more than 100 square miles of as good farming territory tributary to it as there are in Oregon, as well as several billions of feet of first class timber, it is not hard to believe that a few years will see a town of several thousand people, where now is a single country store. With frequent high-class electric service, such as is now given on the lines of the Oregon Electric Railway, the Glencoe country, only 23 miles from the enter of Portland, will become a very important and valuable feeder to the city.

"The through service to Tillamook will for a while at least, be handled by steam, with oil-burning engines, but the short local and interurban service will be by high-grade electric installation.

"The interests owning the Oregon Electric Railway expect by the development of its present line, and by the construction of many miles of new line, to develop a very large traffic in the Willamette Valley, and necessarily the market for the products of this valley will be largely in the East. It is realized that it will become an impracticability to handle the heavy freight business through the streets of Portland. Consequently a line connecting the Forest Grove division of the Oregon Electric from a point near Orengo with the line of the United Railways at a point some three miles west of the Cornelius tunnel will be built, and all traffic to and from the Willamette Valley not terminating or originating in Portland will be handled by the way of Garden Home and the new connection, thence over the United Railways through Cornelius tunnel, to be interchanged with the North Bank road in North Portland, thus keeping Front street entirely clear of all except purely local traffic.

**Interurban Lines only Planned.**

"The United Railways as well as the Oregon Electric Company, will keep entirely out of city passenger transportation and will operate only interurban and through lines. They expect to become great factors in the development of Western Oregon and of Portland. The necessity for easy physical connection between the two lines and facilities for delivering and taking on passengers in the center of the retail section of the city is perfectly apparent. In fact, it will be impossible to give the service which must be given without such facilities.

"The Mount Calvary line of the company is now under construction, and it will be completed and put into operation without unnecessary delay, and the plan and method of such operation will be announced at the proper time.

"The company desires to be understood as intending to live up to its obligations and believes the public will agree with it, that since the change in ownership, it has given every evidence that no other Portland enterprise, which it really is has done more to merit the confidence and support of the citizens than the United Railways Company."

**Oregon State Fair.**

Former State Fairs of Oregon have become famous throughout the country as among the leaders of annual state exhibitions of stock and agricultural products, but the Oregon State Fair to be held in Salem this year, September 12 to 17, inclusive, promises to eclipse all former successes in this state and pass into history as one of the best if not the best, state fairs in America.

The endeavors of the board of directors and secretary to embody in the grounds everything possible for the edification of the stock raiser, agriculturist and department for the women, not alone the carnival features and horse races, are bearing fruit inasmuch as entry lists in every department are rapidly filling up and future prospects are that the 1910 show will contain more than ever before.

**Proper Treatment for Dysentery and Diarrhoea.**

The great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effectual medicine, and when given in reasonable time will prevent any dangerous consequences. It has been in use for many years and has always met with unvarying success. For sale by Lamar's Drug Store.

Foley's Kidney Remedy will cure any case of kidney and bladder trouble not beyond the reach of medicine. No medicine can do more. For Sale by C. I. Clough.

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You spend from \$5.00 to \$20.00 per year on your teeth and think nothing of it.  
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**YOUR EYES OR YOUR TEETH?**  
Your eyes can be looked after from \$1.00 to about \$8.00, and this will be the total expense for about 3 to 5 years, and often a great deal longer.  
Remember you can get **NEW TEETH**, but not **NEW EYES**. What **VALUE** do you place on **YOUR EYES**? What per cent of insurance would you pay to keep them as good as at present?  
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