

RATES OF SUBSCRIPTION.	
STRICTLY IN ADVANCE.	
One year.....	1.50
Six months.....	.75
Three months.....	.50

Entered as second class mail matter July, 1888, at the post office at Tillamook, Ore., under the act of March 3, 1879.

The Tillamook Headlight,

Editorial Snap Shots.

Most every person who pays Tillamook County a visit at this season of the year are surprised to see green pastures and fresh, green verdure, with no signs of drouth or parched vegetation.

Another railroad company is incorporated, which is to build a line from McMinnville to Tillamook bay. We hope it is not the same procrastination that was so frequently heard in years gone by, when railroad promoters, without any money, had it all figured out how they could build a railroad into Tillamook with "hot air."

Visitors to this county, who come in via Sheridan, are profuse in expressing their disgust at Yamhill county allowing a toll road to be established at its boundary with Tillamook county. The toll road "graft" have done much to bottle up this section of the county and it is time for the people to say at the polls if they want toll roads or not. Although we are no advocate of the recall law, the toll road "graft" justifies settlers resorting to it.

It must be that those who are agitating for a special session of the state legislature for the purpose of passing road laws are doing so with the object of being placed on a State Road Commission, with a big salary. We are emphatic in our opinion that each county should manage its own road affairs without the aid of a lot of politicians who may succeed in getting appointed on a commission to pay a political debt. It is practical road work that is required, not political work to draw down big salaries for doing nothing.

The recommendation of the snap shot man to give each of the three road districts \$50,000 annually for the next four or five years looks insignificant compared to the movement made in Wheeler county to expend the enormous sum of \$1,500,000 on roads. That is going it some. Yet we are inclined to think that it is a wise movement to give that county good roads if the roads are properly surveyed and planned out by a competent engineer and experienced road builder, and then the work let by contract. That, anyway, is the most economical and satisfactory way to build roads. On the other hand, should Wheeler county undertake to expend the amount that is proposed without an experienced person to plan and supervise the work, it will not obtain results.

It is not to be expected that the Port of Tillamook will sanction the expenditure of money for a north jetty when their consulting engineer advised it not to do so. And the same thing applies to the channel on the bay. Engineer Lockwood told the Port that the south or Sturgeon channel was the best, the less cost to fix and would take cost less money to maintain. With that practical advice from an expert engineer staring the Port of Tillamook in the face, it cannot afford to do otherwise than follow the engineer's advice. Should the Port do otherwise and expend public money on other projects and they prove a failure or costly to maintain, the blame of wasting large sums of public money will stick to the members like so much glue.

It will be seen that the Board of Engineers approved the project to improve Tillamook bar and harbor, provided that half of the cost is borne by the local community. This, in our judgment, is too much to tax the people. Probably, when the time arrives next winter to ask Congress for an appropriation, the Oregon delegation will be able to secure less burdensome conditions, for one third of the cost is all that the government should exact from the Ports, especially from the Port of Tillamook, as it will have to expend a large sum of money in improving the channel to the bay. This is a matter of first importance to Tillamook City,

and for which the Port was organized. This must not be lost sight of, and it is with that object in view that the Port contracted to dispose of \$150,000 worth of bonds to start this long delayed improvement.

We want to see good roads to all the seaside resorts in Tillamook county, for thousands of visitors will throng the many beaches in this county. So it is just as well to consider what is best to be done. Take Garibaldi beach for an illustration, without a wagon road. It is greatly in need of a road and should have one. To accomplish this, those who own property there should get together and devise some plan to assist the Court. The property owners will all admit that a road will enhance the value of land and lots along that beach, and something should be done to bring about these improvements, for we see that many of the beach resorts are at a disadvantage on account of the need of wagon roads. Garibaldi beach is not alone in this respect. There is Bayocean without a road and Netarts with a partially finished road, with resorts in other parts of the county in a like predicament. We are willing to admit that these are all necessary and commendable improvements and should be carried to completion as soon as possible. Unless, however, some assistance is given, or a special tax is levied upon the localities benefited, it is going to take many years for these roads to be built and improved.

Instead of paying a Portland attorney \$500 to fight harbor improvement, if the farmers had given the snap shot man that amount of money to boost it it would be more to their advantage—not that we want to pull their legs for \$500. We do know this, however, let the railroads once monopolize the freight business in Tillamook county the farmers will be the first to complain how they are being "stung" and get the newspapers to give publicity to their grievances without even a thought of thanking the editor or raising a purse of \$500 to pay him for his trouble. Most of our citizens know instances where railroads have "stung" the farmers where they had no water competition, and they will do so in Tillamook if they have a chance, for it is already intimated by one of the "high up" officials of one railroad company, that on account of the enormous cost of building a railroad into Tillamook county the rate will have to be placed, high. We do not want to see the farmers "stung" by a railroad, even if they like to be "stung" putting up money for a Portland attorney. With water facilities the railroads will be placed in competition with the shipping, and this will keep the rates down and the farmers will reap the benefit.

When the committee, which revised the city charter, placed the maximum indebtedness at \$150,000, it had in view, not the present population, but a population of four and five thousand persons. That amount is none too large for a city of that size, although we admit, if possible, it would be better to keep cities on a cash basis. But under those conditions improvements of a public nature are slow in materializing and there is a lack of civil pride. Another thing, when the committee carefully discussed the bonded indebtedness of the city, it had in mind the urgent need of a sewerage system. The voters should have given this question some serious thought and attention, as the numerous cesspools all over the city are a menace to health and life, and it will be impossible to have a clean, wholesome city with this rotten pollution at the back door of most every residence and some of the business house. We could express ourself in more emphatic terms than saying that it is a rotten state of affairs. And another thing, it maybe that the voters did not properly understand the situation and were under the impression that the city council could dispose of bonds similar to that in the Port law. That is not so. The clause in the amendment simply specified the city's maximum amount of indebtedness, and whenever it was proposed to bond the city for a sewerage system, that was to be submitted to a vote of the people. This amended section of the city charter, which was voted down at the special elec-

tion, did not bind the voters to bond the city, but it did provide a way for them to ride the city of a lot of dirty, rotten cesspools if they felt desirous of doing so. With these facts to govern them, it is reasonable to suppose that when this matter is again voted on, the voters will take a different view of the situation.

Citation.

In the County Court of the State of Oregon, for Tillamook County. In the Matter of the Estate of Mary E. Phelps, deceased. To Gladys Danley, Willard L. Phelps and George R. Phelps, heirs at law of the above named decedent: IN THE NAME OF THE STATE OF OREGON, You and each of you are hereby cited to appear in the above entitled court and matter on or before four weeks from the date of the first publication thereof in the 3rd day of August, 1911, and said last date will expire on the 31st day of August, 1911, at and during the regular September, 1911, term of the above entitled court and on or before said last named date and term of court show cause, if any exist, why an order of sale of real property of said estate should not be made as in the petition of said administrator of said estate for the sale thereof is prayed for, and said real property is described as follows, to-wit:

The east half of the southeast quarter of section thirty-one, and the west half of the southwest quarter of section thirty-two, in township three south of range ten west of the Willamette Meridian; and also beginning sixty feet south of the southeast corner of block number thirteen in Park addition to Tillamook City, Oregon, as the same appears of record at pages 624 and 625 of book "J," record of deeds of said county and state; thence west to the center of Delmonte street in said Park addition; thence south to the south line of the sub-division known as "Goodspeed's Park"; thence east to the west line of lot number four of said "Goodspeed's Park"; thence north to the place of beginning, containing four acres more or less, all situate in Tillamook County, State of Oregon.

This citation is served upon you by order of the Hon. Homer Mason, County Judge of the above entitled court, made and entered of record herein, on the 31st day of July, 1911, in the Tillamook Headlight as and for the length of time made and provided for in said order.

Witness the Hon. Homer Mason, Judge of the County Court of Tillamook County, Oregon, with the seal of said court affixed this 31st day of July, 1911.

Attest: J. C. HOLDEN, County Clerk.
(SEAL) By K. MILLS, Deputy.

Administrator's Sale.

NOTICE IS HEREBY GIVEN,—That by virtue of an order duly made and entered by the County Court of the State of Oregon, for Tillamook County, authorizing and directing the sale of the real property, hereinafter described, by the undersigned administrator, I, the undersigned administrator, will sell at private sale subject to confirmation by the said County Court, the following described real property, to-wit:

An undivided one-half interest in and to Lot numbered one and the South East quarter of the North East quarter of Section six, and Lot numbered four, and the South West quarter of the North West quarter of Section five, in Township three North of Range nine West, W.M., and Lots numbered twelve, thirteen and fourteen of Section thirty-one, in Township four North of Range nine West, W.M., less tract of six and three-fourths acres sold to F. K. Beals, and one acre for grave of Mrs. Ladtko, and except the merchantable timber on lands in Sections five and six, and crude oils reserved, and subject to right of way for county road.

Said sale will be made either for cash, or two-thirds cash and the balance on one year's time, with interest at the rate of eight per cent per annum, and secured by first mortgage on the said property. Said sale will be made from and after the 28th day of August, 1911. Bids may be left at the office of H. T. Botts or T. H. Goynes, Attorneys-at-Law, Tillamook City, Oregon.

Dated this June 13th, 1911.
M. ABPLANALP,
Administrator of the Estate of Louis Blattlar, deceased.

Notice.

The boots and shoes left with the late Peter Asp for repairs can be had by paying the charges on them at the shoe shop of F. A. Sykes, next door to Mason, Pennington & Co.'s. Those not taken after 30 days, will be sold for the charges.

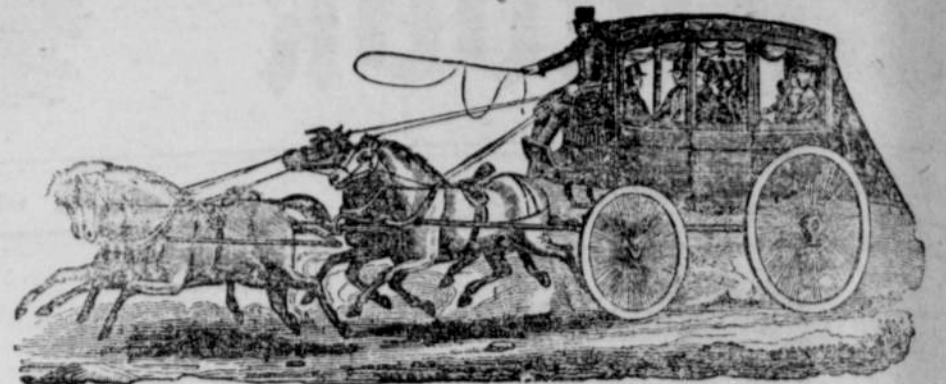
E. W. STANLEY,
Administrator of the estate of Peter Asp, deceased.
Dated this 29th July, 1911.

Notice of Dissolution of Partnership.

NOTICE IS HEREBY GIVEN, That the partnership existing between G. S. Wistadt and U. G. Jackson, under the name of the Wistadt Engineering Company, has been dissolved by agreement. All claims against the firm should be presented and debts owing to the firm should be paid to U. G. Jackson, at his office in Tillamook City. Dated, July 12, 1911.

G. S. WISTADT,
U. G. JACKSON.

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