

Advertising Rates.

LEGAL ADVERTISEMENTS:
 First Insertion, per line . . . \$ 10
 Each subsequent insertion, line Business and professional cards, 5
 1 month 1.00
 Homestead 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 months75
 Three months50

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.

There is a good deal of speculation as to the result of the Port of Tillamook case which was argued before the supreme court on Tuesday.

If the last bunch of Portland business men were considered to be all millionaires, we supposed the next bunch will have to call themselves billionaires.

Tillamook City shows the right spirit in offering the glad hand, which is seen most distinctly in bestowing hospitality to visitors. It is the best advertising stunt this city can adopt, and one which should have the unanimous support of our citizens.

The next delegation of Portland business men to visit Tillamook will come 150 strong, the occasion being the opening of Bayocean for the season. This city will have another opportunity to offer the glad hand to these influential and live-wire boosters from Portland, as they are desirous of spending one day in Tillamook City.

It begins to look as though Oregon is been recently annexed to the little kingdom of Tillamook, or vice versa, since the iron rails brought this section into closer relation with other parts of the state. The people of Tillamook have so long grown accustomed to saying they were going "outside," some of the visitors naturally have thought that this side of the Coast range did not belong to Oregon.

One thing which impressed the Portland visitors was the splendid dairy country which surrounds Tillamook City. As this was such a pleasing incident to them, if some arrangements could be made to have excursions, in autos or rigs, for visitors this summer, they would go away more fully convinced that Tillamook City was located in the center of the best dairy and timber country in the Northwest.

Patronize home industry is something which helps to make a pay roll for every city, and it is well to remind those who have property and business interests in this city to boost for home industries and to patronize the home merchants who pay big taxes and dispose of their merchandise at small profits. To make this a live business center, the first move is to create a pay roll by patronizing home industries and home merchants.

The Portlanders showed that they could "come back." Having visited one of the best undeveloped counties in Oregon, with its matchless scenery and splendid cool summer atmosphere, and enjoyed the hospitality of the progressive citizens, it is not surprising that they should want to "come back." And in doing so Tillamookers will be pleased again to offer them the glad hand and do what they can to make the second visit of the Portland business men as pleasant and enjoyable as the first visit.

The Republicans and Democrats are going to hold national conventions, but the funny part of it is that those who claimed that it was such a wicked thing to hold a Republican convention in Oregon voted for delegates to these conventions. The anti-Assembly howlers in this state

show that they were straining at a knot two years ago and are now able to swallow a mountain without complaining one bit about holding a national convention. How inconsistent the anti-Assembly howlers have shown themselves to be.

How does this work in our few fangled method of legislation? The Just State legislature passed several good roads bills, and much to the surprise of the good roads advocates, the governor vetoed them. Since then the governor prepared several good bills, one of which was to create a State Road Commission and raise money by the bonding process. Instead of the Oregon system being the sovereign will of the people it is as plain as the nose on a man's face that that it is the sovereign will of the individual. And the above incident is a fair sample of how it works out. Those who started in to smash up constitutional and representative government have certainly made a mess of it, but they will not admit it, yet insist on muzzing up things worse.

Another representative delegation of Portland business men will visit Tillamook county next week, to participate in the opening of Bayocean for the season. There will be 150 in the bunch and it is proposed that they spend one day in this city as the guests of the Tillamook Commercial Club. This is one of the best ways of advertising the county, for since the first business men's excursion, we understand that they gave Tillamook such a boosting when they returned to Portland that this county was the general topic of conversation. As Bayocean was to first be widely advertised as one of the many splendid beach resorts in this county, it is fitting that a large delegation of Portland business men should give that resort a visit and a boost, for the promoters are deserving of a great deal of credit for turning, what looked like a waste peninsula to most of us, into an attractive summer resort, where thousands of visitors this summer will find splendid accommodations.

Our recent visitors from Portland made a suggestion that appeals strongly to those who attended the banquet of the Commercial Club at the Bay View Hotel, relative to the need of the houring about the united purpose for the general good of all residents of Tillamook Bay country. The slogan suggested for this campaign was "TILLAMOOK BAY UNITED." We offer this suggestion to Bayocean and Tillamook in a spirit of fellowship and hope the three commercial clubs will boost hard to put this suggestion into practice.--Bay City Examiner.

The Bay City Examiner sees the error of its ways. Less than twelve months ago it was publishing scathing remarks about Tillamook City, abusing the County Court, opposed to the good roads movement, objected to giving Bayocean a road, and, in fact, was a disturbing element in the county when all other sections were getting together, not for the benefit of any particular city or section, but for the general development of the entire county, and with the idea of giving the farming districts some of the best roads in the state, and help those who were without roads to obtain them. That is the policy of the Tillamook Commercial Club and which the Booster Editors recommended last summer. We hope that our Bay City contemporary will get the same idea of the importance of the development of the entire county and its varied attractions, resources and opportunities. The slogan that is proposed is too narrow and sectional to suit those who are broad gauged, but we are glad to see the Examiner is desirous of more friendly relations with other sections which are working harmoniously together for a common purpose, and the sooner it is willing to concede that other parts of the county have splendid attractions for investments and that it is first necessary to cement the "spirit of friendship" amongst those who are pulling in different directions at Bay City, when this is brought about all will be pulling together.

By way of an experiment, the County Court might see what can be accomplished with convict labor by having a gang put to work on the Bayocean road. If other counties can obtain good roads at little expenditure why not do the same in this county? We do not know any

place where the County Court could try the experiment to any better advantage than on the Bayocean road, for by making a start this year with convict labor, if a large gang could be obtained, a large portion of the work could be performed so as to have the road open for travel next year. We feel sure that the property owners and business men who subscribed towards the road would be glad of an opportunity to donate the money to the County Court if some arrangements were made to start work. The private subscriptions, with convict labor, and with the addition of a few thousand dollars from the county, a good deal of progress in the road could be made at little cost, that is if convict labor amounts to anything. Anyway, this is a good way of finding out, and we do not know of any better time than now to experiment with convict labor and on the Bayocean road. Probably with the labor bill cut down to a minimum enough money may be saved to overcome the difficulties where the surveys conflict. However, this is worthy of the careful consideration of the County Court, and if it is possible to obtain one hundred convicts, or more, to build the Bayocean road, by all means make a strong effort to obtain them and put them to work at once. We have no doubt but what a large gang of convicts, with proper men to boss them, would make considerable showing in a short time, but with those who question whether it is economy to employ convict labor on roads and take the position of "Show Me," this is a fitting opportunity to try it out in actual experiment, for, as we consider the matter, the county has nothing to lose and everything to gain if it proves a success.

The King of Denmark, who died the other day, is the same who dined Dr. Cook on his "return from the North Pole." Many others, equally deceived, still live to regret it.

Uncle Sam is so patient as a great and good friend that he sailed away twice from Cuba after quieting the island for self-government. But in some things three strikes mean out.

A Philadelphia boy, rendered dumb by a fall some time ago, regained the power of speech when kicked by a mule. If more political eloquence is needed Missouri is ready to furnish the dynamo.

Capt. Amundsen and his trained companions will try to reach the North Pole next year. After conquering both poles such an expert, still comparatively young, will be sure to find other geographical problems worthy to fit into his record.

Political managers do not have any real information to base their claims upon, but the public always insists that they shall guess, predict, estimate and forecast from day to day. Even the weather is not more fickle and uncertain than politics.

In response to President Gomez's appeal to be allowed to deal with his rebels himself. President Taft has told him that there is no present intention by the United States Government to intervene in Cuba. But the disclaimer contains a warning which the Cuban authorities will do well to heed. According to Mr. Taft, the assembling of ships and marine at Key West is merely "to be able to act promptly in case it should unfortunately become necessary to protect American life and property by rendering moral support or assistance to the Cuban Government." This means that if President Gomez should prove to be unable to protect American life and property American marines or American soldiers would be compelled to step in.

In an address before a denominational gathering in Minneapolis Mr. Bryan remarked that he was glad to be out of the list of candidates, and went on to say: "I am content to spend the remainder of my years in private life. A man is more free when he is not a candidate." Mr. Bryan continued that, when a candidate, he found his coat tails constantly pulled, for fear he might do something that would injure the party. In conclusion he repeated that "I am now free." There is much about this position that is not clear. Mr. Bryan recently toured Ohio to advise Democrats not to vote for Gov. Harmon as a presidential candidate. At Baltimore Mr. Bryan will be practically the foremost delegate and orator. That gathering, from every state and territory, will represent a party. How far will Mr. Bryan feel justified in asserting the personal freedom he now celebrates?

LYTLE SAYS WORLD IS NOT VERY LARGE

Railroad Builder Bumps Into Portlanders All Over Europe.

E. E. Lytle, former president and builder of the Pacific Railway & Navigation road to Tillamook, has just returned from a five months' tour of the Old World, the first vacation he has had since he built the Columbia Southern, and the Tillamook roads, and sold them to the Harriman interests. Lytle is more than ever convinced that the world is a mighty small place. He ran across C. F. Swigert and C. F. Adams, both Portland men, several times while he was enjoying motoring trips and spending good American dollars in other ways. He ran across them first in Naples, Italy, and later in Paris, and the Lytles frequently crossed the trail of the W. W. Cottons while they were away. Lytle found his greatest pleasure in visiting art galleries, palaces, castles, churches, temples, tombs, catacombs and in studying highways and railroads of Great Britain and Continental Europe.

"The countries over there, particularly Germany, France and England, can show us a whole lot we don't know about improved roads," said Mr. Lytle this morning. "The average country road in these countries is much better than the average run of streets in Portland. Most of them are of macadam construction. They are wide, well ditched and crowned in the center; the drainage is perfect and the roads are wide. Maintenance crews keep them in fine repair constantly, and even the grass along the roads is trimmed to a line like our lawns. The cities of the Old World strike you at once as being much cleaner than American cities. They take more pains with them and the Europeans seem to take great pride in their civic cleanliness.

"The European roads for miles approaching the large cities have bridle paths and paths for pedestrians along each side, and these are of either cement or macadam.

"The railroads of England, Germany and France interested me a great deal. In the matter of speed, of roadbeds and other features of construction they compare favorably with American roads, particularly in England. All main lines and the principle branches are double tracked. An 85-pound rail is used, tie plates at every tie, while the rails are reinforced at the center to keep them from spreading. They have automatic switches and electric block signal systems. Their coaches are not quite as large or comfortable as the American cars, nor are the sleeping cars quite so convenient. The dining cars service is just about as good, but they have no observation cars."

The Lytles left Portland last January and toured England, Ireland, Spain, France, Germany, Belgium, Austria, Italy and Egypt. They had ideal weather, throughout the entire trip and not a single untoward incident marred the pleasure of their long junket.

Since retiring from the railroad game after finishing the line to Tillamook Mr. Lytle has maintained offices in the Railroad Exchange building. He has a number of projects in view, and expects to be back in the harness in the near future, but just what line he will take up he has not yet decided.

"I want to look around and get my bearings first," he says.--Telegram.

Why We Wear the White Ribbon.

As members of the Woman's Christian Temperance Union we love and wear the white ribbon bow.

It is the beautiful badge of our organization, heaven born, to promote a holy cause.

It is a blessed bond of fellowship among our members.

It is a privilege of which we are proud,

It is a plea for purity of life.

It is a pledge of total abstinence.

It preaches the prohibition of the liquor traffic.

It proclaims the Gospel of peace.

It is a prayer for home protection.

It predicts a safe path for children's feet.

It is an emblem of patriotism.

It is a protest against the drink habit and the liquor traffic.

It is a promise of hope to the tempted and help to the suffering.

It prophesies the coming of Christ's Kingdom in all hearts, all homes and all governments.

Let us wear the white ribbon and follow its gleam.

When your child has whooping cough be careful to keep the cough loose and expectoration easy by giving Chamberlain's Cough Remedy as may be required. This remedy will also liquify the tough mucus and make it easier to expectorate. It has been used successfully in many epidemics and is safe and sure. For sale by all dealers.

For Sale or Exchange at 216 Tillamook Block, Tillamook, Or.

- TILLAMOOK LANDS AND LOTS.**
- 1.-35½ acres in cultivation. Free city water. 6¼ miles S.E. of Hebo. \$4,000.
 - 2.-10 acres in cultivation. Spring water. Oretown. \$2,250.
 - 3.-65 acres at Beaver. Dairy ranch and stock. \$10,000.
 - 4.-100 acres, Castle Rock ranch. 3¼ miles S.E. of Hebo. \$700.
 - 5.-House and Lot in town. \$525.00.
 - 6.-Fine Residence, central Tillamook City. \$2,100.
 - 7.-House and Two Lots, Miller's addition, Tillamook City. \$1,500.
 - 8.-160 acres. Dairy Ranch. Pleasant Valley. \$7,500.
 - 9.-40 acres on Tillamook River. Unimproved. All bottom. \$1,750.
 - 10.-160 acres, Timber Claim on Miami river. \$4,500.
 - 11.-80 acres fine timber. 1,580 N. feet. \$1,500.
 - 12.-40 acres. Well improved. New building. 4¼ miles S. of Hebo. \$3,000.
 - 13.-80 acres, near Cloverdale. Timber. \$3,000.
 - 14.-30 acres. Four miles south. All improved. \$8,500.
 - 15.-30 acres. 3¼ miles south. Half improved. \$3,500.
 - 16.-150 Lots and Hotel site, Long Beach add. to Bayocean. \$15,000.
 - 17.-80 acres 4¼ miles S.E. Tillamook. \$4,800.
 - 18.-200 acre ranch. 70 acres bottom. All stocked. \$22,500.
 - 19.-The finest residence in Tillamook. \$4,700.
 - 20.-240 acres 5¼ miles S.E. Dairy Ranch. \$43,200.
 - 21.-60 acres. Nestucca bottom. Dairy Ranch. \$11,000.

HOOD RIVER LANDS AND LOTS

- 1.-17 acres. Orchard. Well improved. Will trade for bottom land only. \$15,000.
- 2.-10 acres. Orchard. Buildings cost \$5,000. \$18,000.
- 3.-24 acres. Orchard. Fine improvements. \$36,000.
- 4.-42½ acres. Part Orchard. Balance raw. \$25,000.
- 5.-15 acres. All fruit. Good improvements. \$20,000.
- 6.-10 acres. All in fruit. Good improvements. \$10,000.
- 7.-Business Lot, Hood River. \$10,000.
- 11.-100 acres. Six acres cleared. Fine apple land. \$8,000.

Washington County, Or., Lands.

- 1.-1000 acres. Orchard Land. Mostly raw. For sale only in tracts to suit.

PORTLAND.

- 1.-Two Lots. Portland Heights. \$12,000.
- 2.-Three Lots. Peninsular, near Swift's Packing Plant. \$1,500.
- 3.-Fine Residence. Mt. Taylor. Furnished. \$3,000.
- 4.-Equity in 2 lots. Capital Hill add. \$400.
- 5.-6 Lots. Parrell's add. to woodlawn, Portland. \$4,300.

NORTH PLAINS.

- 1.-8 acres in town. Five acres in cultivation. Fine creek. \$2,000.

LYLE, WASH., LANDS.

- 1.-100 acres. All good fruit lands. 4 acres orchard. Buildings. \$12,000.
- 2.-378 acres Ranch. 70 acres, 1 year old apples, 150 acres cleared. \$75 per acre.

STATE OF TENNESSEE.

34 acre Truck Farm at Ethridge. Will trade. \$5000.

John Leland Henderson & Son,
Agents.
 AGENTS FOR NORTHERN FIRE INSURANCE COMPANY, OF LONDON.

ALL HOUSEHOLD EMERGENCIES



AN HOUR saved in summoning the plumber by telephone may save the price of several years of service.

It certainly saves lot of discomfort and worry.

The Bell Telephone keeps the household in constant touch with all the resources of civilization and is instantly available in any emergency.

It also keeps the household in constant touch with the broader outside world by means of the Long Distance Service of the Bell System.

THE PACIFIC TELEPHONE & TELEGRAPH CO.

Every Bell Telephone is the Center of the System.

The Easter Rush Is On

but we are not too busy to fill your order for lumber, even if it is but a small one. Look around and see if your place wouldn't look better for a little fixing up. Then tell us what lumber you need and we'll have it up to your place in less than no time.

A. G. Beals Lumber Company

LOW ROUND TRIPS EAST

On the dates given below, round trip tickets will be sold to the points in the East shown below, and many others, at greatly reduced fares quoted:

THROUGH TRAINS EAST
 In Connection With
 Northern Pacific and Great Northern Railways

Atlantic City . . . \$111.00	Detroit \$82.50	Omaha \$48.00
Baltimore 107.50	Duluth 60.00	Philadelphia . . . 108.50
Boston 110.00	Kansas City . . . 60.00	Pittsburg 91.00
Buffalo 91.50	Milwaukee 72.50	St. Louis 60.00
Chicago 72.50	Minneapolis 60.00	St. Paul 60.00
Colorado Springs . . 55.00	Montreal 106.00	Toronto 91.50
Denver 55.00	New York 108.50	Washington 107.50

DATES OF SALE

May 2, 3, 4, 9, 10, 11, 17, 18, 24, 25, 1912. July 2, 3, 6, 7, 11, 12, 15, 16, 20, 22, 23, 24, 25, 26, 28, 29, 30, 31, 1912.

June 1, 6, 7, 8, 13, 14, 15, 17, 18, 19, 20. August 1, 2, 3, 6, 7, 12, 13, 16, 22, 23, 29, 30, 31, 1912.

September 4, 5, 6, 7, 8, 11, 12, 30, 1912.

Stopovers and choice of routes allowed in each direction. First return date, October 31, 1912. Details of schedules, fares, etc., will be furnished on request.

W. E. COMAN, Gen'l Freight and Pass. Agent.
 PORTLAND, OREGON