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THE TILLAMOOK HEADLIGHT.

Editorial Snap Shots.

Say, Bro. Trombley, when is the Democratic party going to fulfill its promise by reducing the high cost of living?

Now is the opportune time to start a real live Republican organization in this county. Every Republican is opposed to Democratic free trade and in favor of protection for the dairy industry, and for that reason it is necessary to swat the free traders and prosperity butchers.

Most of us thought the weather was bad in Tillamook last week. The delayed newspapers which arrived in this city on Monday proved that other parts of Oregon and the Northwest had some really bad weather and that Tillamook simply had only the tail end of the storm.

It appears to us that some of the live wires will have to get together and put new life and energy into the Commercial Club, for it is absolutely essential to have an organization of that character. The snap shot man will make one to put his shoulder to the wheel if other business men will come forward and do the same.

The editor of the News-Times thinks that Tillamook should have only one newspaper. From a business point of view this is good horse sense. But, somehow, it is hard to keep people from butting into the newspaper and printing business where there is only room for one office. The business men and the public are the ones to suffer for too many newspapers in a town or community. Another thing, politics play some part. A good staunch Republican, who believes in protection and prosperity, has no use for a newspaper that is preaching free trade and ruination to local industries for he will not support it, and it is perfectly proper that he should not.

We do not want to criticize the postal service, but whenever an emergency occurs and the mail cannot be taken over the regular route, then it is that the postal service breaks down and is a failure. We have several experiences of this in Tillamook, for whenever the railroad is tied up it takes a week or more to get a change of route. No doubt some high salaried official at Washington thinks he knows more about the local situation than Johnny on the spot, and must be telegraphed to and interviewed by the Oregon delegation before he consents to meet an emergency, but we contend that the postmaster in a city like this should be given discretionary power. Then we would not have to wait one or two weeks for mail when the railroad had the misfortune to be down and out.

Yellow journalism in Portland is a curse to that city, and the Oregon Voter told some pointed truths in a recent issue when it said:
 "Then, what's the matter with our evening papers? They impugn motives, assassinate character, discredit worthy effort and inflame discontent. They stir up controversy, split the town, array neighbor against neighbor, create factions and feed envy. That's what's the matter with Portland—a spirit of destructive criticism has taken possession of a portion of our press, until a large part of our people have come to believe that Portland's substantial citizenship is in one giant conspiracy to ruin the town."

The glaring falsehoods published by the Portland Journal in regard to the decision of the prohibition law in Washington, was sufficient to prove what is the matter with the Portland evening papers.

This little snap shot is not intended to open old sores or to club anyone on the head with a big stick, but simply to set people to thinking. A few years ago some of the dairymen "feed" outside lawyers to defeat the improvement of Hoquarton Slough, now some of the dairymen are feeding their dairy herds with hay that is costing them \$20.00 per ton. Had the improvement been made a line of steamers would be plinking between this city and San Francisco, and hay would now be selling at half the price it is today, to say nothing of the saving in freight on feed and other merchandise. Well, some persons can't see further than their nose, anyway, and as a result the dairymen are being "stung" and have to purchase up more money than they otherwise would, and at a time when the Democratic party promised to reduce the high cost of living and have succeeded in bringing about the opposite result. If this is not high finance what is it? We want the dairymen to think this matter over without prejudices, but in a sober, business way, and we believe they will admit that they erred in judgment when they did not co-operate in the improvement of Hoquarton Slough.

The Nehalem Times suggests that a meeting be held in the North end of the county to meet and select a person for

county commissioner. It then gives this good advice:
 "Unity on this point is essential for the good of the entire district. Any candidate who has the backing of the people of this district will receive the support of the balance of the county. For once let us quit our fighting and unite on some man and present a solid front, demonstrate that we can get together and mean business."

The Times should remember that some years ago, when the Republican party undertook to recommend candidates what a great big howl the Democrats made when the latter were riding the Oregon System hobby-horse to death. We, certainly, would like to see the people of Nehalem united on county commissioner for that part of the county, but as the primary election law makes it free and open for anyone to aspire to that other public office, we do not believe it wise to attempt to crowd out anyone who wants to make the race. But we will admit that if a public meeting gives a candidate a strong backing, it will have its effect. It should not be difficult to ascertain the sentiment of the people in the North end of the county, and this can be obtained by circulating petitions, which we think should be done.

The Women's Civic Improvement League, in taking hold of civic improvements in Tillamook, is to make a strenuous effort to make this a dahlia city. We know the ladies will succeed, but before this can be accomplished the citizens must take a much more active part in beautifying their homes and the parking in front of them with dahlias. A visit to some of the progressive towns in the Willamette Valley and Southern Oregon last summer showed us what pride the people take in beautifying their homes and the residence part of those cities with beautiful flowers and shade trees, which convinces the snap shot man that we in Tillamook are far behind in that respect. We believe that this city can be made wonderfully attractive and pretty if the citizens would pay a little more attention to beautifying it with flowers. True it is that some of our citizens would prefer more fragrant flowers, but climate conditions have to be considered. It is just as natural for dahlias to grow in this county as grass. Both need plenty of moisture. Dahlias are a decidedly showy flower, with a profusion of colors to satisfy most everybody's taste or fancy, in fact, the new improved varieties are certainly pretty. The snap shot man, in a short talk on dahlias before the Women's Civic Improvement Club, advocated that property owners plant their gardens and parkings with dahlias, that the public school, court house and depot grounds be made attractive and pretty with dahlias, and a big display made at the county fair. We want to urge our citizens to help the Improvement League in beautifying the city for this is something that we highly commend and want to help the ladies make a success. Thousands of tourists will visit this county the coming summer and when they do arrive here they should be convinced that Tillamook City is not lagging behind in civic improvements and in planting flowers to benefit the city. Let us all take a little time and pride in making this the dahlia city.

The snap shot man has received many complimentary remarks from citizens from all parts of the county who have visited his sanctum in regard to the plan we suggested a few weeks ago for a hard surfaced highway the entire length of the county. Some of those who advocated bonding the county have changed their minds and agree with us that the best way to obtain this hard surfaced highway is to cut out all new and costly road projects and expend \$100,000 annually of the road fund for hard surfacing until the project is completed. We are glad to know that we have set people thinking, and we are informed that the South part of the county is almost unanimous in favor of this plan. The hard surfaced highway through this county will be a great benefit to all parts of the county, but perhaps a little more so to the South part on account of having no railroad and freight having to be hauled there. The snap shot man believes that hard surfacing this highway should not cost the taxpayers any more in taxes than it is today for road work. For illustration, if \$175,000 is collected for road work, \$100,000 should be taken for this purpose and \$75,000 used for other road work in the county. It will be necessary to economize on this latter work and oppose all new and costly roadwork, and if this is done, it should be, then it will not be necessary to increase taxes to obtain a hard surfaced highway the length of the county. The snap shot man believes that if the question was put to a vote of the people of the county there would be over 80 per cent in favor of our plan, for those who travel over the main thoroughfare of the county see that altogether too much money is being wasted every year in maintenance of macadam roads, which is eliminated as soon as hard surfaced roads are constructed. We ask the co-operation of the citizens from all parts of the county to bring this hard surfaced highway project to a completion in a few years, and when it is constructed the taxpayers will not only admit that it was business economy, but they will be proud to think they helped it along. We may say further, no one can tell what a great benefit and pleasure it will be to Tillamook people and the entire county.

Some of the dairymen of the county are now confronted with a serious question of procuring feed at a reasonable figure, especially those who are dependent upon feed shipped into the county for their dairy herds. They are paying too much for their hay and other feed stuffs, and considerably reduces their net profits. Had proper judgment been used this could have and would have been avoided. The snap shot man has always contended that one of the most important highways into this city is Hoquarton Slough, but owing to a lack of harmony and some prejudice between

our citizens this important highway has not had the attention it should have, and as a result of this freight rates on hay and feed and other merchandise is what is causing feed stuffs to be so high in price and the dairymen have to pay the high tariff. To make Hoquarton Slough navigable for lumber schooners is only a matter of an expenditure of a few thousand dollars annually, which would be of inestimable value to the central part of Tillamook County. Had this important improvement been made in years past, the dairymen who depend upon their feed from outside would not be paying exorbitant prices today, for lumber schooners would be running to this city and the owners of these vessels would be glad to carry freight from San Francisco and other points at exceedingly low rates. Any one can see by improving Hoquarton Slough it will not only be a benefit to the dairy industry of this county, but the lumber industry as well. The snap shot man still contends that those who opposed this improvement were narrow in their views and they would eventually have to pay directly or indirectly, for opposing this improvement. They are doing so today and will continue to do so in the future, or until such time as a boat service is established between this city and California, carrying lumber from here and bringing back hay, feed, merchandise, etc., at low rates. But as long as this improvement continues to be delayed or put off, the dairymen who ship in hay have to pay more than they should for food stuffs. No one can deny this, present conditions prove this, for those who contend otherwise have no grounds for their arguments. Therefore, it is highly important for all the interests to get together on this imperative improvement, for it is of vital importance that the dairymen should be able to procure feed at a reasonable figure which can be done if they would break away from a penny wise and a pound foolish policy.

"Railroads Work of Satan."

N. A. Richardson, in Industrial Problems, reports that the school board at Lancaster, O., in 1828, refused to permit the school house to be used for the discussion of the question of whether railroads were practical or not, and the matter was recently called to mind by an old document that reads as follows: "You are welcome to use any questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that his intelligent creatures should travel at the frightful speed of fifteen miles an hour, by steam, he would have clearly foretold it through his holy prophets. It is a device of Satan to lead immortal souls down to hell."
 The first thought is one of revulsion at the crude ignorance revealed. On second thought, one is amused at the childishness of men in official station. But one cannot think a third item without noting a twentieth-century parallel. The same type of logic has queered progress in many churches and Sunday schools. It requires patience and determination to keep one's eye steadily fixed on the pole-star of truth; to move confidentially on toward the goal which the enlightened Christian vision seeks to realize.—The Lookout.

Borrowing of Land.

Over a year ago the Land Bank of the State of New York was established by the legislature to mobilize farm-mortgage and town-mortgage credit. It was to act for local cooperative loan associations already long in existence, taking their mortgages on real estate and selling its bonds or debentures based on such mortgages.
 The primary machinery for the scheme—namely, the local associations—had been in operation for years. But it is only recently that the Land Bank made its first issue of bonds—fifty thousand dollars in amount, bearing four and a half per cent interest and sold at par. It took many months to get the plan into operation. Of course, if it had been necessary to begin at the bottom and first organize the local loan associations it would have taken much longer.
 Settled business practices of any sort changes slowly, even though a better substitute is offered. To put a national farm credit scheme into extensive operation will be the work of years. Congress should keep that in mind in its legislation on the subject. A good many hopeful people think it can be done in a few weeks; but they are doomed to disappointment.—Saturday Evening Post.

Approves State Aid.

The position taken by the Oregon Irrigation Congress at its Portland meeting is referred to by the Woodburn Independent:
 "Resolutions were passed urging the adoption by the State of Oregon by constitutional amendment and legislation necessary to institute the guaranty by the State of interest and principal of bonds issued by the irrigation and drainage districts, also for a system of State rural credits.
 "That such an amendment to the constitution, after thorough understanding upon the subject, will carry by a large majority there can be little doubt. That its passage would mean great prosperity for Oregon is also predicted.
 "It is possible that the rural credits plan advanced by Assistant State Engineer Percy Cupper will be adopted by the conference to be held under the auspices of the Irrigation Congress, on account of its simplicity and feasibility. Mr. Cupper proposes that the State issue bonds and loan the money to farmers at 6 per cent interest with proper safeguards.
 "The Independent would suggest to this conference that it urge our congressional delegation to work for the passage of Congress in a joint resolution empowering the national treasury to accept these irrigation treasury and State rural credits bonds as collateral and to issue currency to 90

per cent of the face value direct to states having such a constitutional amendment.
 "This would obviate the necessity of paying associations of national banks, which are given this privilege by congressional act, a big brokerage fee and would practically make the bonds non-interest paying."

Is It Right?

The four great railway unions, engineers, firemen, enginemen and conductors are now voting among themselves as to whether they shall demand an eight hour day instead of a ten hour at present pay and time and one half for overtime.
 Press reports say the vote will be in favor of this demand.
 Now the question arises what right have they to make this arbitrary demand and if their leaders say to tie up all the railroads of the country as well as thousands of other industries in connection therewith. This would not be called a workmen's trust.
 Supposing the railroad heads would get together and say we will increase all freight and passenger rates 25 per cent and if the public doesn't wish to pay it we will stop the trains. This would be called a railroad trust.
 The railroads would not be allowed to do this under our laws—in fact they can no longer change their rates as they wish, to meet varying business conditions but must get permission from different state and government commissions to either lower or raise their rates.
 If under the law, railroads are no longer allowed to vary their rates to suit the best interests of their business why should not the law determine what wages their employees are entitled to and protect the roads from any unusual increase in expense from this source without an automatic increase in freight and passenger rates to cover the deficit.
 To a fair minded man it does not look right to use the law to hold down the revenue of a railroad on one hand and turn right around and under the same law allow its expenses to be run up with no way for the road to protect itself.
 If the government has taken from

the roads the power to vary their rates as occasion demands it should at the same time take from railroad employees the power to change the wage scale.

If some fair and equitable arrangement of this kind is not made industrial development in this country will be brought to a standstill at the hands of unscrupulous politicians and labor union leaders.

Our law making bodies should take steps at once to prevent any body of men, either railroad officials or railroad employees, from wilfully tying up the transportation system of the United States to the detriment of the whole nation.

IN TILLAMOOK.

Statements of McMinnville Citizens Are Always of Interest to Our Readers.

To many of our readers the streets of McMinnville are almost as familiar as those of our own town, and we are naturally interested to read of happening there. The following report from a well-known and respected resident will be helpful to numbers of men and women of Tillamook.
 Mrs. J. O. Rogers, 603 Grant Street, McMinnville, Ore., says: "I suffered intensely from backaches and headaches. Sometimes the attacks lasted for a week I couldn't move without having pains in my back and hips. Sometimes when the headaches came on, I had to go to bed. I didn't know the trouble was caused by my kidneys but since I have been so greatly relieved by Doan's Kidney Pills, I know what caused the trouble. They not only regulated the action of my kidneys, but relieved the headaches and backaches." (Statement given Aug. 28, 1907.)
 Over five years later, Mrs. Rogers said: "I think as highly of Doan's Kidney Pills now as I did when I recommended them several years ago. Kidney trouble hasn't bothered me for a long time."
 Price 50c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Rogers has twice publicly recommended. Foster Milburn Co., Props., Buffalo, N. Y.

Convention Will Name Him.

There are sincerity and truth in the statement of Chairman Hillis of the Republican National Committee that the Republican candidate "will be born in the convention." Over half the delegates will be chosen in pre-candidate will have enough instructions, while others will not. But no candidate will have enough instructed delegates to be a great factor in the convention. There is one presidential possibility first in the talk of Republicans wherever they assemble, Associate Justice Hughes. But he has withdrawn his name from the primary ballot in Nebraska and will probably withdraw in every other state in which it may be brought forward. It is possible that Justice Hughes will be nominated, but if he accepts it, the nomination will have to be tendered him with practical unanimity.

The presidential primary is ill adapted to such a situation as exists in the Republican party, with no outstanding avowed candidate for the nomination. There will be something perfunctory in the indorsement of favorite sons. Some are even suspected of having no greater hope than second place on the ticket. Great care should be taken in the selection of delegates, even under instructions. The ablest and most devoted Republicans should be sent to the national convention.

Seconded, But Not Carried.

Paul Armstrong often told how a lawyer acquaintance of his who lives in Seattle was retained to defend a colored man accused of absconding with the funds of a colored debating society. The outlook for the defendant was rather black. At the trial the attorney for the defense arose as soon as the charge had been read, and said:
 "Your honor, I move that the indictment be dismissed."
 Before he could proceed further his client was on his feet, too, addressing the bench without a tract of embarrassment.
 "Your honor," said the defendant briskly, "I second dat motion."

"The Road of a Thousand Wonders."
 To
California
 Six Months Round Trip Tickets on Sale
 Many attractions for the visitors to California in February. Bathing at the beaches, picking oranges and lemons, motor-ing, playing golf or tennis. The beautiful exposition at San Diego open all the year. Trips to Mt. Lowe or Mt. Wilson. Ocean trip to Catalina or Santa Cruz Islands. Everywhere the door of hospitality stands open for YOU.
 Ask your local agent or write
 John M. Scott, General Passenger Agent, Portland, Oregon.
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 Meets the fondest wishes of any man who likes to smoke because it has the *right flavor* and aroma and coolness. It's the most cheerful tobacco you ever did pack in a jimmy pipe or roll into a cigarette. And it's so good you just feel you never can get enough. The patented process fixes that—and cuts out bite and parch!
 When you fire up your first smoke you'll decide that you never did taste tobacco that hits your fancy like
PRINCE ALBERT
 the national joy smoke
 For it exceeds in goodness and satisfaction the kindest word we ever printed about it!
 Men, we tell you this tobacco will be a revelation to you. So, take this information at 100%, get out the old jimmy pipe from its hiding place or locate the makin's papers—and fall-to!
 Your wishes will be gratified at the nearest store that sells tobacco, for Prince Albert is in universal demand. It can be bought all over the states and all over the world! Tippy red bags, 5c; tidy red fine pound crystal-glass humidors with sponge-moistener top that keeps the tobacco in such excellent trim.
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