

Tillamook Headlight.
—BY—
W. F. D. JONES.
THE COUNTY OFFICIAL PAPER

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Correspondence Wanted.
The HEADLIGHT is for the people, and they are invited to write for its columns. We have in free exercise of opinion, and wish to encourage independence of thought and action. Local topics are preferred. Our name stands at the head of this column, and everything not otherwise stated is our responsibility. If you write, don't be afraid to father your own opinions, but sign your name for publication. If it is cowardly to do otherwise, and articles with fictitious names have little weight. We adhere to this condition, except as to local correspondents who send news items pure and simple. In such cases we do not publish the name of the writer.
But if you wish to express an opinion or criticize somebody, you must sign your name for publication. And in all cases we must know the name of the writer. Don't throw out petty personal slings, or deal in coarse abuse regarding your neighbors. Would rather you'd abuse the editor of this paper. Such letters would be more apt to be published. In fact, people who hold opinions different from ours are urged to write them for publication. We'll answer you fairly and courteously if your opinions are worth answering. We are anxious to have parties of different faith express their opinion in this paper. We pride ourselves on granting everybody to think and act according to his conscience, regardless of his own beliefs.
The public doesn't "somebody going to see his girl," "new fence," "bad cold," "building of hen coops," etc. Write about something interesting or new at all. Write as plainly as possible. If you can't spell correctly, or use good grammar, never mind that. Don't let a good news item spoil on that account. We furnish printed instructions that will be of help to those who wish to write for papers. The space in this paper is yours. Make use of it if you like.

THE SAN BLAS ROUTE.

Fredrick M. Kelly discourses in the Scientific American as follows regarding proposed canal routes.

Great and useful projects never die. They are talked over and are discussed from year to year, from generation to generation, until public confidence justifies the outlay. The requisite capital, labor, and engineering skill are procured, the work is accomplished, and then we wonder why it was not done before.

Such was the case of the Suez Canal, the Atlantic cable, the St. Gothard and Mont Cenis Tunnels, our great continental railroads, and such will be the case with a sea level ship canal across the American isthmus, through which the trade of the Pacific Ocean is destined to pass and renew commerce on the grandest possible scale.

The advantages claimed for the San Blas Route over all others proposed are the following:

1st. The San Blas route is about 30 miles long, the Panama is 46 miles long, and the Nicaragua route is about 170 miles long. Every one familiar with transits must see at a glance that a short route in every respect is decidedly better than a long one.

2d. The San Blas route has at both ends good, natural harbors, requiring no improvements. The Panama route has fair harbors, while the Nicaragua route has, on the Pacific side, an open roadstead which, to protect from violent winds, it is necessary to build an expensive breakwater. On the Atlantic side an entirely new harbor will have to be made, the cost of which it is impossible to determine in advance, with any degree of certainty as to time or money.

3rd. The San Blas route is a direct, straight line from sea to sea, while the other two routes are very crooked, and, in consequence, it would be difficult for large ships to pass through the canal without striking its banks, which will have to be lined with something more firm and durable than earth to keep them from washing and falling into the canal during the rainy season, as the annual rainfall on the Atlantic side of the isthmus is about 123 inches.

4th. The San Blas route, as above stated, is 30 miles long, including the Bayano River, 10 miles of which, with but little dredging, can be made ample for ship navigation, thus leaving only 20 miles of canal excavation. Of this, however, 7 miles would be a tunnel, 120 feet high above canal bottom to the crown of the arch and 80 feet wide at the water line, which would give ample room to pass the largest ships, by striking their topmasts and hauling yards around, so often done when in ports. The open or remaining portions of the canal are to be 125 feet wide and 28 feet deep throughout, which

would enable two ships to pass each other with safety and ease outside of the tunnel.

5th. The San Blas route is remarkably free from floods, especially on the Pacific side, where the longest slope of open cutting and heaviest work will be done, while on the Panama are Nicaragua routes it is quite the reverse, as their works will be chiefly on the Atlantic side, where the heavy rains and flood waters rushing down the Chagres and San Juan valleys would be a constant menace to the safety of the locks and dams proposed on those routes.

6th. The San Blas is a sea level route, while the other two routes contemplate at least six dams and locks on each, which are very expensive structures to build and keep in order. Even if one lock should, from any cause, fail to work, the passage in the canal would be blocked until it was repaired, which might take ten days or ten months. An earthquake heavy enough to destroy the San Blas tunnel would destroy the locks and dams on those routes.

7th. The San Blas Canal would be fed by the never failing waters of the oceans, while the Panama route, with its recently proposed locks, does not solve the problem of controlling the flood waters of the Chagres River, nor does it remove the fear of an inadequate supply of water on the summit, during the dry season, to feed the canal for the passage of large ships, the size of which are continually being increased, as the Pacific Ocean is where steamships are destined to achieve their greatest triumphs.

8th. The great advantages of a short, direct sea level canal like the San Blas, through which ships can pass quickly, on an even keel, over one incumbered with locks and dams, so liable to get out of order in the rainy isthmus climate, so well known to all who have studied the question, it seems like a waste of time to discuss in a brief letter like this.

9th. The total quantity of material to excavate on the San Blas route, including the tunnel for a canal 125 feet wide at the water line and 28 feet deep throughout, would be about 30,000,000 cubic yards; while on the Panama route for a canal of that size and character it would require the removal of 130,000,000 cubic yards of rock and earth.

10th. The only objection that can be urged against the San Blas route is the tunnel, and that in these days of steam and compressed air drills and modern explosives, by the use of which the expense of tunneling is being reduced nearly one-half less than the old mode of hand drilling, should not be considered a very serious undertaking.

11th. The success of the St. Gothard Tunnel, over 9 miles long; the Mont Cenis 7 miles long; the Simplon Pass Tunnel (being built,) 13 miles long; and seriously planning one under the British Channel, 20 miles long, should encourage us to build the San Blas Tunnel, especially in view of the fact, it will give us a sea level canal across the narrowest part of the isthmus, through which the ships of all nations can pass quickly on an even keel.

12th. All the leading trunk lines of railroads in our country are gradually lowering their grades and shortening regardless of tunneling, which they do not fear on account of the cost, as by means of these improvements the roads gain large reduced running expenses, time, and economy—the essential elements of success in trade all over the world. To pass a ship through the San Blas Canal, towed at the rate of three miles per hour, would take but 10 hours; while to pass a ship through the Nicaragua canal, towed at the same speed, would take sixty hours.

13th. Estimating the cost of the heading in the San Blas Tunnel at \$20 per cubic yard, the breakdown below at \$8 per yard, the open rock cutting at \$3 per yard, earthwork at 50 cents per yard, masonry at \$15 per

yard, concrete at \$7 per yard, pumping at \$3,000,000, lining the tunnel throughout, if found necessary, at \$32,000,000, contingencies at \$20,000,000, the cost of the canal complete, from ocean to ocean, would be about \$130,000,000.

This would give us a short sea level canal through the narrowest part of the isthmus, to pass the largest ships on an even keel, and accommodate the ever expanding demands of commerce for all time.

I wish to call your attention to the Darien route, examined a short time ago by Mr. G. A. Harvill, of Louisville, Ky., who claims it is about 24 miles long from deep water in the Gulf of San Miguel, on the Pacific, to the Bay of Candelaria, on the Atlantic Ocean, although the total distance through the isthmus at this point is about 90 miles. Including a tunnel of only 2½ miles in length, he believes a sea level canal can be built there for \$60,000,000. It is very important that this route should be thoroughly surveyed, in order to test the accuracy of his estimate of quantities and cost.

[We give the above letter for what it is worth, knowing that the people take an interest in any scheme that is likely to connect the Atlantic and Pacific by means of a ship canal.]

EXCHANGE NOTES.

Ex-Senator Dolph has decided to make a strong fight for Senator Mitchell's seat and will have the earnest support of the Oregonian, which we think opposed Mitchell on a former occasion.—Oswego Ironworker.

The papers are abusing Paul Schulze, who suicided a defaulter, and praising Henry Villard the living railroad wrecker who is the bigger thief of the two.—Capital Journal.

Hawaiians are perturbed over the rumor that Japan may yield to the popular sentiment in that country and gobble up the islands. The fate of the islands, of course, depends entirely upon the conclusion Japan may come to in regard to the seizure of Dole and his country. The United States cannot afford to take any chances of having to pay a large indemnity, even in silver, therefore if Japan wants Hawaii she need fear no interference on the part of our bluffed and repeatedly insulted bond-issuing country.—Pendleton Tribune. (A gold-bug organ.)

EXTEND IT TO TILLAMOOK.

The following is from the Forest Grove Times:

A move has been made by Forest Grove and Hillsboro men to organize a company to build a motor line between Forest Grove and Hillsboro, and eventually to Portland. The expense would be comparatively small, not over \$10,000 a mile, and the promoters believe, considering the advantages to the county and to Portland of such a road, that a very large subsidy could be secured. A company is working to get a subsidy for the extension of the Barnes Heights road westward from Cedar Mills, and with the co-operation of all, the project could be made a success.

The figures given ought to build a first class standard gauge railroad over the country named, and much less would certainly suffice to build and equip a narrow gauge motor road.

Senator Mitchell made an address on "Oregon, its History, Geography and Resources," before the National Geographical Society, and it is published in the National Geographical Magazine for April. It is the best thing we have seen on the subject. Send 50 cents to the Society in Washington for the book.

Oh, for a brief reign of the late Jim Blaine, with all of his jingoism.

Ripans Tabules: for bad temper.
Ripans Tabules: one gives relief.
Ripans Tabules: best liver tonic.
Ripans Tabules: pleasant laxative.

TRUCKEE LUMBER CO
OF SAN FRANCISCO

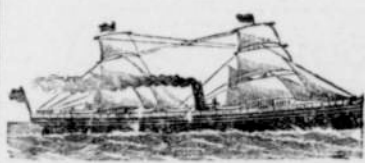
Manufacturers of and Dealers in **LUMBER AND BOXES**

At their Hobsonville store they carry a large stock of

General Merchandise, Clothing,

Dry Goods, Boots and Shoes, Hardware, Groceries, Feed, Provisions, Etc.

Special Attention to Orders in Jobbing Lots.



STEAMER TRUCKEE.
Agents for the fast sailing Steamer Truckee, carrying passengers and freight from San Francisco, Tillamook, and Portland. Trips every two weeks, weather permitting.
—RATES—
Cabin, one way, (Tillamook and S. F.) \$15.00
Storage " " " 9.00
Cabin, Round Trip, \$24.00
Freight, general merchandise, San Francisco or Portland, \$3.00 per ton.

J. E. SIBLEY, Manager Store and Mill, Hobsonville, Oregon.

Principal Office, 229, Berry St., S. F. Mills at Truckee, Cal.

Headlight and Oregonian \$2.00

H. A. WOODFORD, Proprietor.
New House. Finely Furnished. Stage Offices.
THE ALDERMAN
First Class in the Strictest Sense of the Word. Rates \$1 to \$2 per day.
Tillamook, Ore.

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J. P. ALLEN, Prop'r.
Noted for its Fine Cuisine Department.
Best Meals in the City.
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LARSEN HOUSE
LARGEST HOUSE IN THE CITY—FIRST CLASS IN EVERY RESPECT—RATES VERY REASONABLE—CENTRAL LOCATION.

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IT IS INJURIOUS TO STOP SUDDENLY.
Don't be imposed upon by buying a remedy that requires you to do so, as it is nothing more than a substitute. In the sudden stoppage of tobacco you must have some stimulant, and in most all cases, the effect of the stimulant, be it opium, morphine or other opiates, leaves a far worse habit contracted. Ask your druggist about **BACO CURO**. It is purely vegetable. You do not have to stop using tobacco with **BACO CURO**. It will notify you when to stop, and your desire for tobacco will cease.

Your system will be as free from nicotine as the day before you took your first chew smoke. An iron-clad, written guarantee to absolutely cure the tobacco habit in all its forms, or money refunded. Price \$1.00 per box or 3 boxes. (30 days treatment and guaranteed cure.) \$2.50. SEND SIX TWO-CENT STAMPS FOR SAMPLE BOX. Booklets and proofs free.
EUREKA CHEMICAL & MFG CO., La Crosse, Wis.
Office of THE PIONEER PRESS COMPANY, C. W. HORSTICK, Sup't. St. Paul, Minn., Sept. 7, 1894.
Eureka Chemical Manufacturing Co., La Crosse, Wis.
Dear Sirs—I have been a tobacco fiend for many years, and during the past two years have smoked fifteen to twenty cigars regularly every day. My whole nervous system became affected until my physician told me I must give up the use of tobacco for the time being, at least. I tried the so-called "Keeley Cure," "No-To-Bac," and various other remedies, but without success, until I accidentally learned of your "Baco-Curo." Three weeks ago 10-day I commenced using your preparation, and to-day I consider myself completely cured. I am in perfect health, and the horrible craving for tobacco, which every inveterate smoker fully appreciates, has completely left me. I consider your "Baco-Curo" simply wonderful and can fully recommend it.
Yours very truly,
C. W. HORSTICK.

STEAMER..... LOUISE
Leaves Tillamook every morning (except Sundays) about 9 o'clock, returning about noon. Trips made in the afternoons also on Saturdays. Steamer touches at all points on the bay.
HEMSTREET & GABRIELSON.

Boot and Shoe Shop

We have opened a shop one door south of the Tillamook Bakery, where we are prepared to do all kinds of Fine Sewed Work and Seamless Patching.
We repair and clean sewing machines, and warrant them to do good work or no pay. Please call and see us and try pair of boots made of leather tanned at Netarts bay.
W. E. PAGE & SON,
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Prices to Suit the Times:

BOOTS and SHOES
Made to order.
Repairing done as cheap as the cheapest. Come and be convinced.
Advocate Building.
P. F. BROWNE.

Hardware Talk!
Heard at **G. E. REYNOLDS'S.**

I'll roast you, said the Stove.
Look out, I'm on a strike, said the Hammer.
I've got you, said the Barb-Wire.
I'll catch on, said the Tongue.
I'll scoop him, said the Shovel.
I'll get your bacon, said the Butcherknife.
You're not as sharp as I, said the Tack.
Say nothing and saw wood, said the saw.
So a general quarrel ensued and if you want to hear how it ended and how cheap the above named articles can be bought, call on **G. E. REYNOLDS,** Hardware Merchant, Tillamook, Or.

Enterprise, Jr.,
The Noted Norman Stallion

He is a rich mahogany bay, black points, white star in forehead, large full bright eyes, fine flowing mane and tail, clean cut, well shaped head, held erect on a well-arched neck, good shoulders, broad chest, high on withers, good legs and feet. He is spirited showy and handsome, has good carriage and fine action, 17 hands high, weighs in order 1700. He is a horse that is much needed on this coast, and when crossed with trotting and running bred mares produces fine carriage and road horses. He has received several premiums, among them first premiums at Oakland and San Jose and second at Livermore, Cal.

PEDIGREE
Enterprise Jr. was sired by Norman horse Enterprise, (imported by Theo. Skillman, Petaluma, Cal.) he by the celebrated Norman horse St. Lawrence Dam, a Cleveland bay.
Terms and dates of standing will be given later. At present, call on, **Geo. Elliott,** Tillamook Ore.

Profit in Poultry

THE People of the Pacific Coast sent East last year over \$3,000,000 in hard cash for eggs and poultry. This great sum of money ought all of it to have gone into the pockets of the Pacific Coast Poultry Keepers. It pays to keep fowls but they must be managed right. No big ranch is necessary; thousands are making money with small and large flocks of hens, in village gardens and small orchards. Fruit growing and Poultry Breeding go together finely.

The Pacific Coast Fanciers Monthly

Tells all about it. Not thousands of miles away, but right here on the Pacific Coast. It tells how to make Poultry Keeping pay. It's good for what ails those who can't make hens lay. It's bright, practical, money making, invaluable to all who keep fowls of any kind. It is brim full of good reading, and beautifully illustrated. If you keep a dozen or a thousand hens you want the Fanciers Monthly, and you can get it by sending \$1.00 to the **FANCIERS MONTHLY, San Jose, Cal.** Or we will furnish it, clubbed with the HEADLIGHT, for \$2.00 per year.

Ripans Tabules: a family remedy. Ripans Tabules have come to stay.