

Tillamook Headlight.

—BY—
W. F. D. JONES.

THE COUNTY OFFICIAL PAPER

—Independent in Politics—

RATES OF SUBSCRIPTION.

(STRICTLY IN ADVANCE.)
One year \$1.00
Six months .75
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Correspondence Wanted.

The HEADLIGHT is for the people, and they are invited to write for its columns. We believe 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 signed, we stand responsible for. If you write, don't be afraid to state your own opinions, but sign your name for publication. 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 In such cases we do not publish the name of the writer.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 slanders, or deal in coarse abuse regarding your neighbors. Wait rather until you alone 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 our own belief.

The public doesn't care about "somebody going to see his girl," "new fence," "bad cold," "building of hen coops," etc. Write about something interesting or not 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.

GREAT SHIP CANALS.

Vast Expenditures of Money in Their Construction.

The Suez canal cost \$115,000,000 and is capitalized at \$90,500,000. In 1892 it paid a net profit of \$8,333,333.33 which was produced by the passage of 3559 vessels through the canal. Shares, the par value of which is \$100, are quoted at the Paris bourse at \$538.50. The \$20,000,000 worth of stock held by the British government is quoted at \$95,000,000 in the open market.

The Nicaragua canal, even if a commercial failure, would be of great advantage to the United States, as the controlling ownership of this waterway between the oceans would be worth the \$70,000,000 to which government credit is expressly limited in the bill now pending before Congress. The ship canal between the Delaware river and the Raritan bay, an important link in the chain of interior waterways, which will ultimately, it is hoped, enable vessels of large size to pass from Boston to the Gulf of Mexico without being exposed to the fire of a hostile fleet, is under discussion. The second ship canal, known as the Florida ship canal, which is intended to pierce the isthmus that connects the peninsula with the mainland, is warmly advocated by the Southern press. This canal would be only 150 miles long, and would lessen the distance between New Orleans and Liverpool by 1000 miles, and would tend to greatly increase the commerce of the Southern ports. It would be of great value in the development of the Southern and Western coal fields.

Europe has had three ship canals opened for traffic in the last eighteen months, the Manchester, the Corinth and the Baltic and North Sea canals, and several others are under discussion. The Elbe-Trave canal will probably be built for use in connection with the Baltic and North Sea canal. The estimated cost is \$5,340,000. Prussia has contributed \$1,875,000 toward it. As nearly seven-eighths of the proposed canal is in Prussian territory, the community is naturally interested in preventing Hamburg from monopolizing the trade of the country.

A scheme is now under discussion to enlarge the canal and port of Brussels, so as to make it accessible to vessels of 2000 tons. The government has promised 10,000,000 francs and the city 7,000,000 francs. The estimated cost of the canal is only about \$3,700,000. The Merwede canal, between Amsterdam and the Rhine, can hardly rank as a ship canal, as the depth is only 10 feet 3 inches. One portion of it was completed August 4, 1892.

For a number of years past the subject of the canalization of the Seine has been agitated in France. Rouen is a port for seagoing ves-

sels, but there seems to be great opposition toward any attempt to make Paris one also. The plan of M. Bouquet de la Grye for securing a draught of 24.4 feet from Havre to Paris is now under discussion. by the improvements which have already been made in the river it has been possible for a gunboat to reach Paris, and a short time ago a three-masted seagoing bark 20 feet long was launched at St. Denis just below Paris. The depth of the hold of this vessel was 22 feet and the beam was 35 feet.

A decree published in the Journal Officiel for September 22, 1894, provided for a commission of inquiry to look into the plans, which had been placed on exhibition at Paris in June, for the Bay of Biscay and Mediterranean ship canal. The length of the canal which will extend from Bordeaux to Narbonne varies in the different plans from 220 to 320 miles, the cost of which would be from \$200,000,000 to \$300,000,000. Such a canal would be of great service both in time of peace and war, but the expense is a serious drawback to the success of the enterprise, as the amount received for tolls would probably not be sufficient to pay the interest on the debt.

Italy has recently had two ship canal projects, neither of which is likely to materialize in the near future. They are, however, very interesting from an engineering point of view, owing to the reclamation of large tracts of land which are useless at present. The first scheme is a waterway deep enough for the largest war vessel to pass from the Mediterranean sea to the Adriatic. The canal, which would be 125 miles long, would proceed from Montalto de Castro to the east coast of Fano.

The cost would be about \$120,000,000. The second project is more feasible. It is to make a canal twenty-four miles long at Reggio, connecting with the Amato and Carace rivers, thus piercing the peninsula and enabling vessels to pass through without sailing around Sicily or going through the Strait of Messina. The promoters expect that the land which would be rendered fit for cultivation would pay the cost.

In Great Britain two canals have been discussed, and there is every prospect that one of them, the Fourth and Clyde ship canal, will be constructed; the other, the Wakefield ship canal in Yorkshire England, is of purely local interest. The estimated cost of the Fourth and Clyde canal is from \$35,000,000 to \$40,000,000, depending on the route adopted. The route has not been definitely decided on as yet. Three thousand vessels used the Manchester ship canal in the first year after its opening.—Scientific American.

PERFECTLY PROPER.

The Capital Journal, of Salem, one of the most influential papers in the state, says:

"The Tillamook HEADLIGHT, which is a strong and able republican bimetalist paper, contains a supplement in its last issue prepared apparently by the New York committee that is circulating single gold standard literature. Millions of dollars are being expended by that Wall street committee in supplying supplements and pamphlets to the country newspapers. The Journal is offered their free gratis but we believe in taking the people's side of this vital issue."

In answer to the above we say the HEADLIGHT received the matter and published it as it would allow any correspondent to express an opinion. In the same issue appropriate remarks were made explaining the source of the supplement, and informing our readers who paid for their issue. It will not hurt a sensible man to read both sides of a question.

The persons who expected to get a good piece of land on Siletz reservation for almost nothing will be surprised to learn that it costs more than government land and requires long residence. When he entry is made the settler is

required to pay 50 cents per acre besides the regular fee for homesteads and after living on the land for three years may prove up by paying \$1 per acre more. He is not obliged to prove up for five years from entry unless he wishes. The Siletz reservation is 24 miles long, north and south, and from 14 miles at the north to 17 miles at the south in width. Of its 366 sections there are approved plats of only 114 sections now in the land office. These sections are along the course of the Salmon river, in the northern part of the reservation, on Devil lake, on Siletz bay, and along the Siletz river and practically all are occupied by the Indians. The northeastern two-thirds is not so desirable as the land on the coast and river, and much of it, it is said, is yet to be explored.—O. C. Courier.

The matter of perfecting title to donation land claims in Oregon, Washington, and Idaho, under the act of September 27, 1850, cannot be delayed much longer. Last July congress passed an act limiting time for completion of title to such lands by requiring that final proofs be made before January 1, 1896. The final proof shall be made by the original settler; by those claiming rights by reason of descent, devise, judicial sale, grant or conveyance in good faith from the original claimant, if the claim to 20 years' adverse possession can be established, or by a homesteader, in case no proof is submitted by either of the first two classes named who was upon the land in good faith before January 1, 1894. The homesteader, however can obtain the right only to purchase from the government 160 acres at \$1.25 an acre.

In one way or another the condition of the blind has been greatly ameliorated during the last few years. They are now able to indulge in bicycling. The machines on which they ride consist of eight full sized bicycles joined together in a train by nickel bars. The master of a blind school just outside of London is the inventor. He rides in front and does the steering, and occasionally shouts directions. The other seven riders are blind members of his school, and each day he takes out different groups of his pupils.

The Riddle Enterprise wastes no words in the following: The lady (?) who yesterday called the attention of another to our patched breeches, whereat they both laughed so heartily is informed that a new pair will be purchased when her husband's bill is settled. Don't criticize a printer's dress so closely while you are jingling money due us. Tell your husband to send us \$2 and save the cost of a lawsuit. We need another pair of pants.

The Stars and Stripes wave majestically o'er the grave of Lafayette. A good many years ago an American gentleman left in his will a sum of money to be used for the special purpose of keeping the American flag forever flying above Lafayette's grave, and it has been doing so continually.

It is not unlikely that anarchy exists in Formosa; and if so, it may be attributed in great part to the interference of Russia, Germany and France. Japan has earned the right to take care of Formosa, and she ought to be allowed to do it.—New York Advertiser.

There is lots of truth in what the Irishman said against landlords and capitalists: "If these men were landed on an uninhabited island they wouldn't be there half an hour before they would have their hands in the pockets of the naked savages."

Old Whipple, the Maine lumberman, who paid \$10,000 for a gold brick, says: "Perhaps if I had read less of Talmage's sermons and more of the crimes going round I should have been a less easy victim."

The Famous Wilson River Route.

The Sunset Route.

FOREST GROVE TO TILLAMOOK BY THE WILSON RIVER ROAD.

The best mountain road, the most magnificent scenery on the Pacific coast. Cheapest rates of toll in the state.

Four horse team, \$2.00 Round trip, \$3.25
Two " 1.50 " 2.50
Horse and buggy, 1.00 " 1.50
Carr, 1.00 " 1.50
Saddle or pack horse, .75 " .75
Loose horse or cow 12 1/2¢
Sheep or swine 5¢

Take the Sunset Route for Tillamook.
A. W. SEVERANCE, Receiver.

Stage Line.

QUICKEST, CHEAPEST, AND BEST ROUTE TO PORTLAND.

Connects with evening train in Forest Grove so passengers from Tillamook arrive in Portland same day. Only 10 hours on stage.

Leaves Forest Grove 6:30 a. m. Sundays, Tuesdays and Thursdays.
Leaves Tillamook, Mondays, Wednesdays, and Fridays.
Engage seats at Tillamook hotel or of T. C. McNamer, Forest Grove, who can be reached by telephone from Portland.

New Wagons, New Stock, Safe Driving. The Mecca of all Coast Tourists.
Good accommodations en route.

Netarts Beach.

THE MOST POPULAR BEACH RESORT ON THE COAST.

Happy Camp now ready, bath houses will be prepared soon, and stages will connect with the Forest Grove stage.

If you want to see the sea lions, the arched rocks, and the grandest scenery in America, come to Netarts. Good accommodations reasonable.

Address D. J. HADLEY, Tillamook.

Best Road,

Best Stage,

Best Beach.

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
Steorage " " 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, 219, Berry St., S. F. Mills at Truckee, Cal.

Headlight and Oregonian \$2.00



New House.
Finely Furnished.
Stage Offices.

H. A. WOODFORD, Proprietor.

THE ALDERMAN

First Class in the Strictest Sense of the Word. Rates \$1 to \$2 per day.

Tillamook, Ore.

ALLEN HOUSE

J. P. ALLEN, Prop'r.

Noted for its Fine Cuisine Department.

Best Meals in the City.

TILLAMOOK, OREGON

M. H. LARSEN, Proprietor.

Tillamook, Ore.

LARSEN HOUSE

LARGEST HOUSE IN THE CITY—FIRST CLASS IN EVERY RESPECT—RATES VERY REASONABLE—CENTRAL LOCATION.

Horticultural Quarantine Regulations.

At a special meeting of the Oregon State Board of Horticulture, held in Portland, April 2, 1895, all members present, the following regulations were adopted, in accordance with the laws regulating such matters, and are, therefore, binding upon all persons. The regulations are to take effect and be in force from and after May 4, 1895:

RULE 1.—All consignees, agents or other persons, shall, within 24 hours, notify the quarantine officer of the State Board of Horticulture, or a duly commissioned quarantine guardian, of the arrival of any trees, plants, buds or cions at the quarantine station, in the district of final destination.

RULE 2.—All trees, plants, cuttings, grafts, buds or cions, imported or brought into the state from any foreign country, or from any of the United States or territories are hereby required to be inspected upon arrival at the quarantine station in the district of final destination, and if any such nursery stock, trees, plants, cuttings, grafts, buds or cions are found to be free of insect pests and fungous diseases, the said quarantine officer or duly commissioned quarantine guardian shall issue a certificate to that effect. And furthermore, if any of said trees, plants, cuttings, grafts, buds or cions are found infested with insect pests, fungi, blight or other diseases injurious to fruit or to fruit trees, or other trees or plants, they shall be disinfected and remain in quarantine until the quarantine officer of the State Board of Horticulture or the duly commissioned quarantine guardian can determine whether the said trees, plants, cuttings, grafts, buds or cions are free from live injurious insect pests or their eggs, larvae or pupae, or fungous diseases before they can be offered for sale, gift, distribution or transportation. All persons or companies are hereby prohibited from carrying any trees, plants, cuttings, grafts, buds or cions from without the state to any point within the state beyond the nearest point on its line or course to the quarantine station in the district of ultimate destination; or from any point within the state to any other point therein, until such trees, plants, cuttings, grafts, buds or cions have been duly inspected, and if required disinfected as hereinbefore provided, and all such shipments must be accompanied by the proper certificate of the inspecting officer. Provided, however, that after such persons or company have given the proper officer four day's notice, he or they shall not be required to hold such shipments further, without directions from such officer.

RULE 3.—All peach, nectarine, apricot, plum or almond trees, and all other trees budded or grafted upon peach stock or roots, all peach or other pits, and all peach, nectarine, apricot, plum or almond cuttings, buds or cions, raised or grown in a district where the "peach yellows" or the "peach rosette" are known to exist, are hereby prohibited from being imported into or planted or offered for sale, gift or distribution within the state of Oregon.

RULE 4.—All trees, plants, cuttings, grafts, buds, cions, seeds or pits arriving from any foreign country found infested with any insect pests or their eggs, larvae or pupae, or with fungi, or other disease or diseases hitherto unknown in this state, are hereby prohibited from landing.

RULE 5.—Fruit of any kind grown in any foreign country, or in any of the United States or territories, found infested with any insect or insects, or with any fungi, blight, or other disease or diseases injurious to fruit or fruit trees, or to other trees or plants, is hereby prohibited from being offered for sale, gift or distribution within the state.

RULE 6.—Any boxes, packages, packing material and the like infested by any insect or insects, or their eggs, larvae or pupae, or by any fungi, blight, or other disease or diseases known to be injurious to fruit or to fruit trees, or to other trees or plants and liable to spread contagion, are hereby prohibited from being offered for sale, gift, distribution, or transportation until said material has been disinfected by dipping it into boiling water and allowing it to remain in said boiling water not less than two minutes; such boiling water used as such disinfectant to contain in solution one pound of concentrated potash to each and every ten gallons of water.

RULE 7.—Animals known as flying fox, Australian or English wild rabbit, or other animals or birds detrimental to fruit or fruit trees, plants, etc., are prohibited from being brought or landed in this state, and if landed shall be destroyed.

RULE 8.—Quarantine stations: For the first district, comprising the counties of Multnomah, Clackamas, Yamhill, Washington, Columbia, Clatsop and Tillamook, shall be Portland. Henry K. Bosch, quarantine officer, or any member of the Board or the secretary thereof.

RULE 9.—Importers or owners of nursery stock, trees, or cuttings, grafts, buds, or cions, desiring to have such nursery stock, trees, plants, cuttings, grafts, buds or cions inspected at points other than regular quarantine stations may have such inspections done where required, provided, however, that such importers shall pay all charges of inspection. Such charges and expenses to be paid before a certificate is granted.

Transportation companies, or persons and consignees or agents shall deliver and cause to be detained all nursery stock, trees, plants and fruit at one or other of the quarantine stations, for inspection, as provided by the rules and regulations of the board.

Details as to quarantine stations, offices, fees of inspection, receipts for disinfection and all desired information may be obtained on application to the Secretary or any member of the Board, or by reference to pamphlet circulated.

Passed at a meeting of the State Board of Horticulture at Portland, Or., April 3, 1895.

Attest, GEORGE I. SARGENT, Secretary.

J. R. CARDWELL, President.

WARRANTS PAYABLE.

The following numbered warrants in class C are now payable at my office and interest ceases after this date:

297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

JOHN BARKER, County Treasurer.

Ripans Tabules have come to stay.