

Tillamook Headlight.

—BY—
W. F. D. JONES.

THE COUNTY OFFICIAL PAPER

—Independent in Politics—

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Headlight.

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"OUTSIDE" NEWS.

FROM PAPERS BEYOND THE
COAST RANGE.

(SHERIDAN SUN.)

Many persons are going into the Salmon river country by way of Sheridan to look at the Siletz lands, soon to be thrown open to settlement.

The rush to the Coast at this season of the year is unprecedented. The roads between Sheridan and the coast are lined with coasters. Trout fishing is good along the road, and the waves wash in and out at the beach just the same as usual. Select your beach, pitch your tent, unbutton your vest, and fill up on the juicy clam.

Lame Jim and James Pratt, Grand Ronde Indians, who were so severely mauled at the Willamina picnic by William Warner, with a well seasoned oak club, are feeling somewhat better and will probably recover. Lame Jim was badly beaten about the head. A white man who was passing the agency this week, inquired about Lame Jim of an Indian there. "Lame Jim is pretty sick man now," said the Indian seriously. "His head all mashed up. If cold weather come, he'll pull through all right, but if the weather turn warm, his head is liable to spile, and he'll be kickin' on the bucket."

Indian Agent Brenton of Grand Ronde called on Monday last. He says that the new Indian citizens in Yamhill and Polk counties will cost the respective counties at least \$10,000 each per year. The Indians' lands which were allotted them in severality by the government are not taxable hence the only thing the Indian citizens can be taxed on is their personal property. They are also liable to the State for poll

everything proper and straight, Coroner Daniels has gone down to hold an inquest.

(POLK CO., OBSERVER.)

J. J. Daly, W. R. Craven, J. D. Belt, H. B. Cooper, M. D. Ellis, Floyd Daly, Harry and Paul Belt are out on the Trask river this week, camping, fishing, and having a general good time. We expect to hear of some wonderful adventures when they return.

Mr. Al Campbell left Tuesday morning for his Salmon river ranch to shear his sheep. He was accompanied by Messrs. J. M. Sears, T. B. Rowell, Wm. Burns and Frank Rowell.

Mr. William Briedwell and family left Thursday for an outing trip to Nestucca.

(POLK CO., ITEMIZER.)

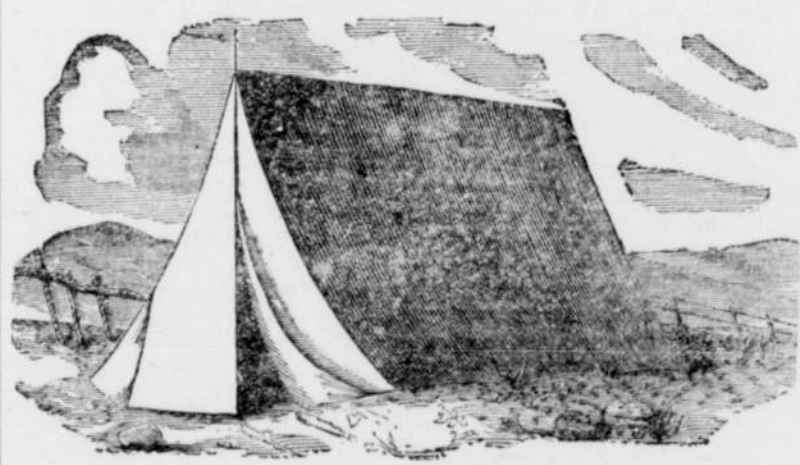
The Indian brass band from Grand Ronde attended the Balston picnic and made some music not to be laughed at.

Mr. Petit and wife, of Mill creek, were in to investigate the mysteries of a printing shop Monday. They, in company with her sister and husband, of Siuslaw, had just returned from Salmon river, where they went to seek land but found nothing to suit them.

(YAMHILL REPORTER.)

McMinnville had a decrease of three millions in its population on Tuesday, in the departure of Mrs. Million and her two daughters for Stevensville, Mont., to join Mr. Million. This ancient pun is pardonable when it is remembered that this may be the last opportunity of using it. A farwell party was held for these people at the home of Mrs. Latourrette Monday evening.

Earl Sampson, aged about 19 years, while living with a brother-in-law at Sheridan, hired a horse from Bowley's livery stable early in the month. He was seen in Lafayette on June 5th. He afterward went to Tillamook and traded



As the weather grows warmer in the Willamette valley, many people look with longing eyes toward the cool coast region. A great many are here already enjoying the invigorating sea breeze, or the pure mountain air. This is the best part of the season to camp out either on the beach or in the mountains, and trout fishing is better this season than ever. Clams are abundant.

tax and road work. The infirm and pauper Indians who have become citizens will become county charges. The Government made a good bargain when it conferred the rights of citizenship upon the Indians, but Yamhill and Polk counties only added a lot of expense. Mr. Brenton says the United States Supreme Court holds that the Indians cannot lawfully be given liquor.

(VALLEY TRANSCRIPT.)

One reason of McMinnville's success is that the people of the town and locality patronize the business men of the place, and the business men reciprocate by taking such articles of produce as the people may offer. The Jim Blaine idea is as beneficial to localities as among nations and our people have caught the idea.

Yesterday Sheriff Henderson went to Carlton and laid an attachment on the four warehouses and machinery at that place, in an action of the McMinnville National Bank against A. L. MacLeod. There is some wheat in the house, but this belongs to farmers of the neighborhood. Mr. MacLeod is also interested in a warehouse at Balston.

Mr. Wm. Merchant of Carlton was in town this morning after a coffin for Mr. Buckingham, who died some time yesterday at his home in Moore's valley. Mr. Buckingham lived alone a short distance from his daughter, Mrs. Kutch and family. The little children went up to his house yesterday and found their grandpa alone and dead. Mr. Buckingham was aged about 60 years, was an old resident of the North Yamhill section and highly respected. He was a brother-in-law of Wm. Merchant. It is presumed that Mr. Buckingham died from some heart trouble, but to make

the horse for another, which he sold and then spent the money. He had a hearing on Saturday at Sheridan and plead guilty. In default of bonds he is in the county jail.

Mr. and Mrs. G. Shadden, Mr. and Mrs. A. Shadden, and Price Triplett started Monday morning for Tillamook, to be gone until after the 4th of July. They have taken with them their fine stock, hoping to bring back all of Tillamook's loose change.

J. J. Wiseman has shipped several car loads of oak grub wood to Portland. A car load is seven cords and the cost of shipment is \$1.60 per cord. It is better to ship our products away at a small profit than to have nothing to ship or sell. Very often vigorous effort will find a market where there seemed to be none.

(HILLSBORO INDEPENDENT.)

Messrs. James H. and John Sewell, with their families, have gone fishing on Wilson river. It is a little early for summer outing, but Messrs. Sewell had to go now or wait till after harvest, when it would be late.

The men at Wiley's barn have a young pet in the shape of a coyote whelp. This youngster was taken out near Robt. Imbrie's. The dam, with several of the litter, were killed, and it is hoped that the den has been broken up. The one here in captivity is eating well, and its captors hope to see it arrive at the barking stage of coyotedom.

An irresponsible fellow in Forest Grove has sent in an order for several copies of the HEADLIGHT. When he sends the money he can get them, and not otherwise.

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All notices or communications should be sent in as early in the week as possible.

LIVELY RATE WAR.

THE TRUCKEE LUMBER CO.,
CAUSED IT.

San Francisco, June 20.—Competition between the Oregon Railway & Navigation Company, the Truckee Lumber Company and unattached vessels of all kinds for freight between this city and Portland has at last broken into an open rate war, in which sweeping cuts have recently been made on the established schedules. Between the ports mentioned, the Oregon Railway & Navigation Company held for a long time a monopoly of the carrying trade. When the Truckee Lumber Company secured mills at Astoria and Portland a line of vessels was put on for the purpose of bringing the output to this city. For a while, this company confined its transportation operations to lumber alone, but finally got to taking general merchandise from this city to Portland. The vessels had to go there for lumber, and it occurred to the management that they might as well go up loaded as light. Here the Oregon Railway & Navigation Company encountered its first opposition. Then other craft got into the trade until it was pretty well divided. It was impossible to make and hold a uniform rate. The unattached vessels would abide by no fixed schedule, and the lumber people, being on the line for a one-way cargo of their own, could handle merchandise at a lower rate than a regular transportation company. This condition of affairs has existed for a year past, and the Oregon Railway & Navigation Company has recently recognized the feasibility of a decided stand. Merchandise rates have been greatly reduced, and, in lumber, the charges have dropped from \$3.50 to \$1.00 per thousand.

"We have made this cut," said General Agent F. E. Connor today, "in order to give the opposition some of its own medicine. We do not object to legitimate competition, but we do object to tramp competition. It has been impossible to maintain fixed rates. Nearly every vessel outside of those operated by our company had a rate of its own, and the result was general demoralization."

J. L. Merguire, manager of the Truckee Lumber Company, says that the Oregon Railway & Navigation people want the earth, and they seem to think that no other company has a right to engage in the carrying trade between here and Portland.

"For several months," continued Mr. Merguire, "the company has been trying to get us off this line. We have to go to Portland, anyway and why should we not take a cargo of merchandise at a rate agreed upon between the shipper and ourselves? We shall meet, in fact, we have already met its cut, and I guess we can hold out as long as our competitors. The Oregon Railway & Navigation company has offered us many inducements to let the Portland trade alone, and now it seems that it has adopted bulldozing tactics. We can meet all of its reductions, and still make money."

The Road Machine.

The new road machine is being tried this week and is being put on all kinds of roads. Mr. Mercer, the agent, is here operating it for five days, and if it proves satisfactory the county will buy it. So far it is doing good work, and it is thought that in the course of a year at least \$1,000 can be saved by it, besides giving us better roads. It does fine work grading level roads, raising them in the middle, so the water will run away along the sides. On a hill side it works especially well, and will make a good wide grade at half the expense of using plows and shovels. It is estimated that there are at least 60 miles of road in the county where the machine can be operated profitably, and it will be thoroughly tried in all parts of the county. Six to eight horses and two men are required to operate the machine and it is estimated that it can be done at \$10 per day, and that an average of one mile of road per day can be made. Of course it will not work in stumps or cut through large roots or stone, but as it is adjustable it can be worked around stumps and trees to a great extent. The machine will cost the county \$300, laid down here, if it is decided to take it. The general impression of those who have seen it work is that the authorities should not hesitate a moment about purchasing it, and if the city were able to expend that much money it would be a good thing to get one of them, improve the streets, and loan it to the county so as to get good roads running to the city.