

Tillamook Headlight.

—BY—
W. F. D. JONES.

THE COUNTY OFFICIAL PAPER

—Independent in Politics—

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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 we encourage independence of thought and action. Local topics are preferred. Our name stands at the head of each column, and everything not otherwise signed, we stand responsible for. If you write, don't be afraid to father 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 In such cases we do not publish the name of the writer.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 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 our own beliefs.

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.

PROPOSED CANALS.

When the history of civil engineering in this nineteenth century comes to be written, says the Scientific American, it is certain that the closing ten years will be called the decade of canal building. The Corinth Canal, in Eastern Europe; the Manchester Canal, in England; and the Kiel Canal, in Germany, are but just completed; and, in the Western Hemisphere, we have the great Nicaraguan canal fully surveyed and large initial works in progress. Following close upon this we have now before us in the United States a proposal for the construction of two important inland waterways near the Atlantic seaboard; one of eight miles length near Cape Cod; the other, and larger scheme, involving the construction of 31.4 miles of canal proper, and the deepening of 39 miles of navigable waterway between Philadelphia and New York.

It is proposed to utilize the Delaware river as far as Bordentown, dredging the channel to a depth of 28 feet. At this point the canal commences with a series of three locks, having a lift of 20 feet each, and giving a total rise of 60 feet.

The canal will be level at this elevation for its total length of 31.4 miles. It follows a natural topographical depression that runs across this part of New Jersey, at an average elevation of 60 to 100 feet of mean sea level. There will be another series of three locks, with a total fall of 60 feet, into the Raritan river, near Sayreville. Here again dredging will be necessary to secure a 28-foot channel up to New York docks.

The preliminary borings are decidedly favorable to the cost of the undertaking. Between Delaware and Princeton, sand, gravel and clay are indicated, and beyond the latter point there is found only a comparatively small amount of red shales or sandstone. Upon these borings and surveys an estimate has been made of \$14,574,100 for a twenty foot, and \$24,124,700 for a 28-foot canal.

In consideration of the present cheapness of labor and materials, the fact that a 15 per cent item for contingencies is included, this estimate would seem to be conservative; though it should be borne in mind that recent canals have cost from 30 to fifty per cent in excess of the preliminary estimate. The commercial advantages are claimed to be:

1. A saving of 24 hours in the

round trip to New York over the coastwise route.

2. The diminish risk on transportation.

3. The fact that a cheaper class of vessel can be used for this island navigation.

4. There is a large coastwise trading done in barges in tow of separate tugs. An inland route would naturally attract a large portion of this somewhat risky system of deep water transportation. It is estimated that some 300,000,000 of tonnage that is at present towed in barges would seek this canal.

Not the least value of the scheme would lie in its strategic importance in time of war. Taken in connection with the Cape Cod canal, it would shorten the distance between Philadelphia and Boston by some 450 miles, or about a day and a half steaming for an average warship of today. In view of the scarcity of our warships in comparison to the extent of our coast line, such a reduction of distance would be of the highest strategic value.

The above facts in fuller detail are embodied in the report of the Canal Commission of Philadelphia to the select and common councils of the city. The commission is thoroughly representative and embodies the most notable names in the locality, with N. H. Hutton as engineer and Lewis M. Haupt as engineer in charge of surveys.

The Cape Cod canal is less costly and of less magnitude, but scarcely of less importance than the above. It is proposed to cut through Cape Cod peninsula, entering at the mouth of Bass river and terminating at Barnstable bay. The scheme would utilize the existing waterway known as Bass river, which has an average L. W. depth of 6 to 7 feet. This will necessitate 16 feet of dredging to secure the desired 23 feet depth of canal. The survey follows the river for 5 1/2 miles, and then shows a cut through easy material for 2 1/2 miles to tidewater in Barnstable bay. There will be training walls at each outlet. The canal will be tidal; the 40 minutes difference in H. T. at each end creating a flow that will exert a beneficial scouring action on the channel.

The cutting of the canal will shorten the journey from New York and the South to Boston by 184 miles, and it will enable shipping to avoid the dangerous shoals of Nantucket and the notoriously stormy weather off Cape Cod.

It is estimated that 50,000 vessels averaging 500 tons each, go round the Cape yearly. On the reasonable supposition that 60 per cent of this traffic would use the canal, there will be carried through the latter during the year over 12,000,000 tons. By charging less than one-half the present estimated cost of 25c to 40c per ton round the cape, or say only 10c per ton, a revenue of \$1,200,000 would be assured.

A strong and representative company, bearing the name of the Massachusetts Canal Company, has been formed for the protection of this work, with an authorized capital of \$7,500,000 in shares and an equal amount in bonds. The details of the scheme are set forth in a voluminous report, which is enriched with several half-tone prints showing the suitable topography of the route surveyed and adopted for the canal.

That these two schemes will prove financially profitable seems certain, for the reason that they merely present a swifter, safer and cheaper water route for an enormous water-borne traffic which already exists.

The Overland Magazine is growing better all the time. It should be read by every person on this coast who has any literary taste or who desires to keep posted in current Western literature.

The fall term of the State Agricultural College, at Corvallis, begins September 19. The college has a large corps of instructors, good scientific equipments, had 261 students last year, and is the

best and cheapest school in the state. There are four courses of study,—Agricultural, Mechanical, Household Economy, and Scientific, besides military instructions by a U. S. officer. Tuition is free, no incidental fee; board room, fuel and lights, only \$2.50 per week. Send for a catalogue.

The Ladies' Home Journal should be in every home. Girls as they grow into womanhood should have access to some magazine of this kind, and the Home Journal in the best we know of. It is well to cultivate in the young a taste for art, refinement and good literature.

NEIGHBORHOOD NEWS.

Dayton Herald: The snag boat Corvallis is at work dredging out the mouth of the Yamhill river. Oliver Calbreath, of Tualatin, is acting as foreman, under Captain Hatch. The intention is to dredge deep enough so that boats can run into the Yamhill the remainder of the season.

North Yamhill Record: The hop harvest in this vicinity is now in full blast, and in the neighborhood of two thousand men, women and children will be kept busy for from three to four weeks at good wages. The hop industry around North Yamhill is assuming large proportions, there being several hundred acres of good bearing roots, and is a great source of revenue to the laboring people, as well as the merchants. The growers are entitled to all possible encouragement.

Nehalem Times: Frank Patton of Astoria, came in Sunday, and returned Monday morning. He has a proposition to make, for the rebuilding of the mill which was burned last spring. We understand that he has given the matter into the hands of one of our citizens who will no doubt call on timber owners and acquaint them with the facts of Mr. Patton's proposition.

Telephone Register: The citizens of this city, up to Tuesday noon, had subscribed \$1,308 for the rebuilding of the Jones & Adams mill, destroyed by fire, last week. The list was headed by Jacob Wortman and J. W. Cowls, presidents of the First National and McMinnville National banks respectively, for \$150 each. The business men of the city all subscribed liberally, and before the week is ended the subscription will probably amount to \$1,500. Mr. Jones is in Portland buying machinery, and by winter the mill will be in running order.

Sheridan Sun: Campers annually slaughter hundreds of sea gulls at the coast. These inoffensive birds are quite tame and are an easy target for the pot hunters. The game warden ought to go over to Tillamook in. cog. and nab a few of the fellows, as there is a penalty attached to gull killing. These are harmless scavengers, and were it not for their offices, the rivers and bays of our coast would reek with filth and smell to heaven.

Statesman: Mr. David Dudley Morgan aged 62 years was brought to the insane asylum from Portland last evening by Deputy Sheriff Misener. He is a victim of secret vice and his hallucinations are evidently the result of reading Guild's Sheridan Sun. He claims to have seen at Sheridan a flock of chickens, each with three legs and spurs seven inches long; also a band of goats in the neighborhood, similar to angoras but they had wings and flew from tree to tree and mountain to mountain. Mr. Guild will now probably learn the evil of his romancing ways and try to tell the truth in the future.

Polk Co. Itemizer: In Tillamook county road work is done by contract, and some of our citizens who have recently been over their roads say the system has proven an excellent one.

The Cosmopolitan is as good as the best magazines of New York city, and has among its contributors the leading literary lights of the world. The illustrations are superb, and the magazine costs only 10 cents per copy, or \$1.20 per year.

Notice.

We wish to inform the public that the North Yamhill and Tillamook stage line is now making daily trips on schedule time, making connections with the 3:30 P. M. train for Portland.

P. H. MESSER, Proprietor.

For Sale at a Great Sacrifice.

80 acres of land in Tillamook county, described as follows:
S E 1/4 of N W 1/4 and the S W 1/4 of N E 1/4 of sec. 16, tp 3 S, R 9 W. No incumbrance, \$2.50 per acre, cash.
Address at once. J. F. BARFIELD, Santa Cruz, Cal.

Taxpayers Take Notice.

Notice is hereby given that on and after the 15th day of September, 1895, I will commence to levy on property to collect all the taxes which are unpaid up to that date. J. H. JACKSON, Sheriff.

The Oregonian and HEADLIGHT, only \$2.00. Many are taking advantage of this rate.

Toll Rates Reduced.

The North Yamhill and Tillamook toll road has been fixed up in good shape, travelers saying it was never as good before. The rates have been reduced as follows:

Four horse team and wagon to \$1.50
Two horse team and wagon to \$1.25
One horse buggy to \$1.00
Saddle or pack horse to .50
Loose horses or cattle .12 1/2
Hogs or sheep .05

Good accommodations at the Trask hotel, at the toll gate. The house has been refitted and refurnished. The patronage of the public is solicited.

Respectfully,
12-16 G. F. BURTON, Prop.

All photo's reduced to suit hard times, from 75 cents per dozen upwards.
HEINS ART STUDIO.

SHERIFF'S SALE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF TILLAMOOK.
M. B. Pettes, Plaintiff,
vs.
J. C. Comer, Susan Comer, The Bay City Co-operative Company, James M. Fuller and Wadhams & Co., Defendants.

Notice is hereby given that by virtue of an execution and order of sale issued out of and under the seal of the above entitled court, on a judgment and decree of said court made and entered on the 27th day of August, 1895, in favor of the plaintiff M. B. Pettes, and against the above named defendants, J. C. Comer and the Bay City Co-operative Company for the sum of \$219 with interest thereon from August 27th 1895, at 10 per cent per annum and the costs and disbursements of this suit, taxed at \$41.40 and of the costs and disbursements of and accruing upon execution and order of sale, commanding me to make sale of the following described property, to-wit:

Commencing at a stone marked "A" set in the ground 60 feet south of the southeast corner of a lot of land sold to John Terwilliger by O. S. Thomas on the 16th day of September, 1893, and recorded in Book "B" No. 2, record of deeds for Tillamook county, Oregon, on page 356, running thence south to the United States meander line on Tillamook bay, thence along said meander line of said O. S. Thomas Donation Land claim in a northwesterly direction within 50 feet of the south line of the above described lot of land sold to said John Terwilliger by said O. S. Thomas, thence east to place of beginning S. Thomas, thence along the right of way not more than one rod in width for conveying water across said O. S. Thomas' land claim to a saw mill situate on above described land sufficient for running said mill and also a water right conveyed by G. C. Trimmer to J. C. Bewley as administrator of the estate of O. S. Thomas, deceased, as it appears of record in the records of deeds for said county.

Now, therefore, after due levy I will on the 5th day of October, 1895, at the front door of the county court house of Tillamook county, Oregon, at the hour of 10 o'clock A. M. in the city of Tillamook, in said county, and state sell at public auction to the highest and best bidder for cash, all the right title and interest which the defendants J. C. Comer, Susan Comer and the Bay City Co-operative Company or either of them had at the date of the mortgage mentioned in the complaint, or now have in or to said real property to satisfy said execution, order, judgment and decree interest and costs and accruing costs, and that the proceeds of such sale shall be applied as follows, to-wit:

1st. To the payment of the costs and expenses of said sale.
2nd. To the payment to the plaintiff of the sum of \$219 with interest thereon from the 27th day of August, 1895, at the rate of 10 per cent per annum and the costs and disbursements of this suit, taxed at \$41.40.
3rd. To the payment to Wadhams & Co. and James Fuller of their costs and disbursements herein.
4th. To the payment to Wadhams & Co. of the sum of \$254.40.
5th. To the payment to defendant James M. Fuller of the sum of \$35.00.
6th. That the remainder of said purchase price shall be paid to the defendant Bay City Co-operative Company.
Dated this 5th day of September, 1895,
J. H. JACKSON, Sheriff of
Tillamook County, Oregon.

Prices to Suit the Times:

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Made to order.
Repairing done as cheap as the cheapest. Come and be convinced.
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All kinds of wood and iron work done.

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Of dress and cloak making, at home. Fashionable work.

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Leading Hotel of Tillamook

Headquarters for Commercial men and the traveling public. Sample rooms. Electric lights throughout. Stage and boat offices. Rates, \$1.00 to \$2.00 per day, American plan.

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Special attention to the cuisine department.
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TILLAMOOK, OREGON.

Headlight and Oregonian \$2.00



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Paragon, Parlin and other apples. KOONCE pear, early, handsome and delicious. Lincoln Coreless, very large and very late. Also, Seneca, Japan Golden Russet, Vermont Beauty, etc. Japan Quince Columbia, unequalled for jelly.

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Parry's Giant, 6 inches around, the largest known chestnut; Paragon, Numbo and many others. Walnuts—French, Persian, Japan, English and American. Pecans, Almonds, cherries, free from insects, black knots and other diseases. Small fruits, grapes, currants, etc. Shade trees, ornamental shrubs. CATALOGUE FREE.

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Enables the poor man to invest a few dollars and receive large returns in a short time. Some of the leading business men of Portland are interested in it and its reliability is unquestioned.

H. B. McQuarrie, president of the company, is here and will explain all matters to those interested. He can be found at the Alliance Market, or Mr. C. A. Bailey, local agent will answer questions.

L. W. GLASER,

The Barrel Maker

Has opened his shop here again, and is ready to make Barrels, Kegs, Firkins, Kits, Tubs, etc., at modern prices. All work warranted first class.

Tillamook, Or.