

Tillamook Headlight.

THE COUNTY OFFICIAL PAPER

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W. F. D. JONES, EDITOR AND MANAGER.

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HARBOR IMPROVEMENTS.

The following is taken from the report of D. B. Ogden, engineer, who was in charge here last season:

Mr. David B. Ogden, assistant engineer, who has had local charge of the work for the Government, spent the period of waiting is making valuable surveys of the network of sloughs and rivers entering the head of Tillamook bay.

From his surveys and the studies which have been made of the problem during the past few years, it has been deemed best to modify the original project by providing for different works which are believed to be essential to accomplish the desired end.

The Dry Stocking dike has been completed, but has not been successful in deepening the channel over the bar there located. This is due to the deflection of water which formerly ran over the bar into other channels. As shown on the map the Trask river has two mouths or forks; one discharging into Hoquarton slough above Dry Stocking bar, and one into Tillamook river, which flows into the bay below Dry Stocking.

The first mouth, locally known as North Fork, has become clogged up so with timber jams as to divert most of the water into the South Fork.

It is proposed to remedy the evil by building a dike across the head of the South Fork and removing the jams from the North Fork. It is also proposed to give a stronger flow to the North Fork past Dry Stocking bar by cutting out a long bend of the fork by means of a dike thrown across it and the enlargement of the artificial channel at Oxbow Bend. It is hoped that by means of these works Dry Stocking bar will be scoured out and a good channel maintained through it.

The Junction bar dike is being extended 2,000 feet as indicated.

The condition of Junction bar is aggravated by Wilson river. This river has two mouths, and it is proposed to close the upper one in order that it may unite with the main through channel by its lower mouth only. [This dike has been built.]

Farther down the bay a serious condition exists, which has caused much trouble. On the upper part of the bay there are two channels crossing each other, the Main or Garibaldi channel being crossed by the Kilehis river and a corresponding continuation of it on the west, marked on the map Middle channel.

It is in the neighborhood of this crossing that vessels find great trouble from shoals and shifting channels. At this place the following work is proposed as part of the general project:

First. To build a dike diagonally across the Kilehis river channel, as shown on the map; its object being to divert the Kilehis into the North or Bay City channel, enlarging this channel and thus adding in its union with the upper Garibaldi channel. [This dike is completed.]

Second. To build a dike across the head of the Middle channel. The object of this is to unify and concentrate all the flowing water so as to make a deep channel, per-

manent in location and well directed against the narrow intervening sands between the North Fork and Garibaldi channels. [This dike, also, has been finished.]
All the works have been approved as a part of the general project.
The completion of the through channel direct to Tillamook city and its improvements in shoal places will be of great convenience to the commercial interests of the bay. It is estimated that the sum of \$50,000 can be profitably expended on the project during the fiscal year ending June 30, 1897.

[This sketch is taken from the map in Capt. Symon's report, and is practically correct. A marks the Dry Stocking dike, B the dike at the mouth of Wilson river, U the long dike at Dick's point, and X the dike at Middle or Blind channel. The Stillwell ditch is marked Z, and it is expected next

year to clear out the wrack heaps of the north branch of the Trask, and place a jetty just below the ditch. This would force a great deal of water over Dry Stocking and have a beneficial effect. It is proposed also to shut up the south branch of the Trask by means of a dike, forcing all the waters of Trask river through the Stillwell ditch.]

NEHALEM BAY.
Nehalem bay at high water is about 2 miles long by 1 1/2 miles wide at widest part, and is connected with the ocean by a narrow channel extending in a southerly direction about 3 miles. This channel varies in width from 1,000 to 2,000 feet at high tide. A low sandy peninsula about 2 1/2 miles long and one-fourth mile wide lies to the west of this channel and separates it from the ocean. The southern end of this pen-

insula forms the northern shore of the entrance. Between this and the main shore, which limits the entrance on the south, is a distance of one mile. The entrance channel shifts within these limits of one mile, occupying sometimes a southerly position and sometimes a northerly one, and sometimes there are two channels separated by a sand island, bare at low water. At the time of survey of June, 1889, a depth of 6 feet was found on the bar at the northern channel. The ordinary bar depth may be stated to be about 5 to 6 feet at low water.

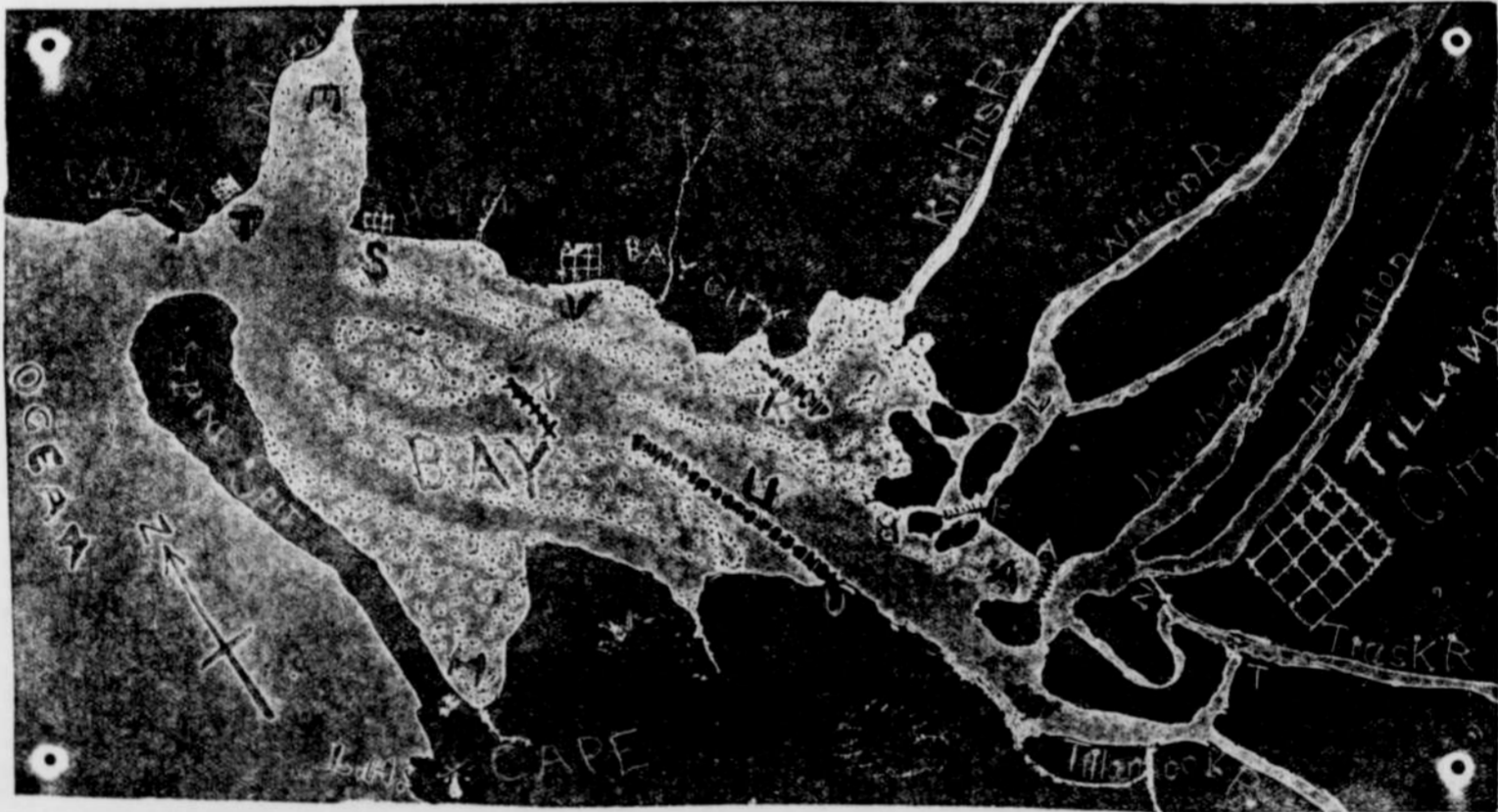
The plan of improvement recommended by Captain Young was to build two high-tide stone jetties converging until the distance apart is about 500, and then if necessary, running out to sea parallel to each other to such distance as will insure a low-water depth on the bar of at least 8 feet, the

north jetty to rest on the end of the sandy peninsula, and the south jetty upon the mainland, the object being to hold the channel in its southerly position.
The cost of the work as estimated by Capt. W. Young, Corps of Engineers, was \$325,927.50.
Subsequent estimates made in May, 1891, show that the cost was underestimated, and that the work will cost \$712,388.

The appropriation according to the act of September 19, 1890, "for commencement of jetty construction" is \$10,000.

The amount expended to June 30, 1894, was \$415,08.

No work other than the making of a survey was done and no results were obtained.
On July 22, 1892, in accordance with instructions, the money on hand pertaining to the improvement of Nehalem bay was turned into the United States treasury.



SKETCH OF TILLAMOOK BAY.

GRAND CLEARANCE SALE!

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This leaves in the treasury, available for the work whenever started, \$9,584,92.

No project for the improvement of the Nehalem having been definitely and formally decided upon, and no work of construction having been authorized or commenced I refrain from making any recommendations as to future appropriations or as to the amount that could be profitably expended upon the work during the next fiscal year.

LUMBER NEWS

(From Lumber Trade Journal.)

It may not be new, but it is nevertheless a fact that red cedar shingles and cedar lumber are replacing the redwood article in California. Both can be laid down in competition and are gaining a foothold, especially in Southern California.

In the midst of the talk of war and finances the Nicaragua canal seems to have been forgotten. That is a bad sign. The people of the Pacific coast must be the ones to see that the canal is kept before the people, and the lumbermen, whose interests are paramount, should be the first to stir up the coast representatives in congress. The canal will make the coast the most prosperous section in the world, and the lumber interests the greatest of all.

The uses of a steam box, in connection with dry kilns, is destined to become quite a factor in the rail trade of the Pacific Northwest. Where inside finish is wanted and lumber free from checking is desired, the steam box is all right. Live steam will drive the sap and pitch to the surface, where dry heat bakes the surface, leaving the center full of sap and moisture. Steam should be turned on three days and a moderate dry heat three days, and there will be no pitch stains or checking in fir lumber. The majority of the steam box users do not apply live steam long enough to the lumber, and what little complaint heard arises from not "cooking" the lumber enough.

The Oregonian's New Year edition is the best annual issued so far by that paper.

Americans are a peace loving people, yet, every mother's son of us are ready to maintain the dignity of the nation no matter what it may cost.

It is a shame to see so good a building as the Williams mill frame going to rack. Some capitalist ought to be induced to buy it and put in a good plant.

Great Britain trained us to fight hard over one hundred years ago, gave us a few lessons in 1812, and shouldn't attempt to give us any more lessons in the art just at present.

All this talk about our defenseless coasts, lack of war ships, a small regular army and so-forth, is all fal-de-ral. We are in better shape to lick England than we were the other time.

The war scare is dying down. There is an impression that the dispute may be settled amicably. It is probable that both sides will be willing to arbitrate rather than see bloodshed by two nations that are so closely allied as England and the United States. However, there will be no back-down by America.

American women are patriotic. That is what helps in war. Our women will put on breeches, if necessary, plow the fields, raise crops, clear more land, and if it comes to the pinch do a little fighting. The women here would not respect their husbands if they wouldn't get out and fight. It is hard to conquer such a people, and England ought to know it. Even the small boys here know how to handle fire arms, and some very young men (boys) did good service in the late rebellion.
Ripans Tabules cure bad breath.