

RAILROAD AWAY OFF.

Mr. A. B. Hammond Says it is Retarded if not Utterly Frustrated.

Those who are expecting to see the railroad extended from Sesside to Tillamook in the near future are apt to be disillusioned in the air; unless, as we have previously pointed out, the citizens of this county are prepared to offer a big bonus in the shape of land grants and money. Those who have given the matter intelligent consideration know full well that it would be next to impossible to raise enough money in this county to make it an inducement to a railroad company to build. It is just as well to make up one's mind that for a number of years yet Tillamook county will have to depend upon water transportation for freight, and what confirms our opinion in this is a statement made last week by Mr. A. B. Hammond, of the Astoria railroad, in which he said, in that city: "The report has been circulated up and down the coast that I am investing heavily in timber lands in this and Tillamook county. The result is that the main hope of the people is the early construction of a railroad down the coast has been retarded, if not utterly frustrated. It is impossible to get capital interested in so difficult and costly an undertaking when the cupidity of the people is excited to such an extreme top-notch that they are utterly disqualified from tendering the cooperation and offering the inducement of established industries needed to encourage the outlay of outside capital for the construction of such a road. Instead of promising business and traffic for such a road, the effort of everybody seems directed to the end of acquiring and holding for sale to some imaginary investor, at a price which renders it unavailable for development by anybody, every stick of timber whether conveniently or otherwise located." Here is almost conclusive proof that Mr. Hammond is not figuring upon extending the railroad to Tillamook at present or in the near future. What, then, is to be done? Simply this: Every effort should be made to induce the government to appropriate sufficient money for the improvement of Tillamook bars and harbors. This may be a slow process, but when it is accomplished the benefit will be immediately felt, for it will make Tillamook quite a shipping port. We may be mistaken, but from present indications we believe the government improvements on Tillamook bar and harbor will be completed before a railroad strikes this county, more especially if Congressman Tongue is re-elected.

The Telegram Takes up the Transportation Question.

This is an editorial which appeared in the Evening Telegram last week discussing the Tillamook transportation question: "The solution of Tillamook County's transportation problem is something that should deeply interest Portland merchants. Two or three vessels go into Tillamook harbor with some attempt at regularity, but they cannot and do not furnish the transportation necessary for that growing and prosperous community. And while small vessels can and generally do cross in and out over Tillamook bar safely, there is always a risk that shipowners do not care to take. The wreck of the schooner Lila and Mattie in or near the entrance to Tillamook harbor will serve to show the necessity of either improving that harbor or building a railroad. As to the first solution of the problem, the government will act slowly if at all, and the work is too great for the people of Tillamook to undertake alone. Still, they have shown their willingness and ability to do something, and eventually the government may take hold of Tillamook harbor and make the entrance to it safe are sure. But for the present the commerce tributary to that harbor, while steadily increasing and with large possibilities of development, is not sufficient to induce the government to undertake the necessary work. Under these circumstances probably the proposed railroad from Seaview is the best solution of the problem. Men do not build railroads for fun, or out of mere sentiment—though it seems that this has sometimes been the case—and the question that Mr. Hammond and others who might engage in this will ask is: Will it pay? On this question The Telegram is not prepared to give such men any advice, and they would not value it anyway unless backed up with detailed facts and figures that this paper is not just at present able to present. But The Telegram believes such a road would pay, if not the first year or two, in a few years, because the resources of Tillamook county are large, varied and as yet but slightly developed and utilized. Probably the result depends somewhat upon what the non resident owners of much of those magnificent timber belts think of it. If they are about ready to go into the lumber-manufacturing business, then a railroad would not only pay, but would be a necessity. But, even if these people do not move in the matter, there will be a large transportation business to be done in and with the people of Tillamook county. Its dairies should, and can attain national fame; it can turn out a vast amount of dairy products, livestock, vegetables and fish annually, aside from lumber. With a railroad, its population would soon double. Portland, or Astoria,

instead of San Francisco, should have all that trade—that is, our merchants and manufacturers and the people of Tillamook should find it mutually advantageous to do business together. Portland as a city can build no railroads, nor will its merchants; but their influence and the city's can and should be thrown in favor of the best plan of solving the problem that is perplexing the good, industrious, productive people of Tillamook county."

This looks nice in print and to those who do not know the situation is plausible reading. The question naturally occurs to Tillamookers what have the merchants of Portland done to relieve the situation for the purpose of securing the trade from this county? Practically nothing. The Oregonian has pointed out times without number that Tillamook was at the mercy of a monopoly transportation company, which exacted discriminating freight rates, yet with all this the merchants of Portland have been indifferent to their own interests and allowed the trade to slip through their fingers right into San Francisco merchants' hands. But it is not too late to recover that trade if "their influence and the city's can and should be thrown" in the right direction, for Tillamook business men prefer trading in Portland. Merchants in that city will, in the near future, be given another opportunity to retrieve their loss, and if their influence—for that is all that is asked of them—is worth anything "the problem that is perplexing the good, industrious, productive people of Tillamook county" will be solved to a great extent. We shall see what stuff the Portland merchant's influence is made of, for if they can induce a company like the O. R. & N. to run a line of steamers from Astoria to Tillamook they will find that the dairymen, merchants and shippers in Tillamook mean business, for their is plenty of business in sight for the company which will do the right thing.

A Citizen Passed Away.

Last Saturday at 10 o'clock A. M. the broad and certain chasm of death was crossed by our endearing townsman Wm. Booth. Wm. Booth was born January 19, 1848, where the city of Portland now stands. In 1878 he moved to Idaho where he was engaged in farming. The dreaded disease of consumption here overtook him and it was advisable for him to leave that country. He with his family moved to Woods in September 1884, at which place he has resided until death relieved him of the cares of this world. He was appointed postmaster at Woods July 1, 1886, which position he filled creditably until a few months before his death when he registered in favor of his wife Mrs. Lizzie Booth, who was immediately appointed to fill the vacancy. Mr. Booth was our first postmaster. He died March 10, 1900 being 52 years, one month and 21 days old. The community loses an honorable, upright citizen revered by all; the family a faithful, loving husband and father.

Republican County Convention.

NOTICE IS HEREBY GIVEN,—That the Republican County Convention will be held in Tillamook City, Oregon, on Saturday, March 31st, 1900, at the hour of 11 o'clock a.m., for the purpose of nominating such county officers as will be voted for at the next regular state election, and to elect delegates to the state and congressional conventions, and for such other purposes as may properly come before the convention. The various precincts will be entitled to one delegate at large, one for every ten and a fraction of five over, of the votes cast at the last general election for the Hon. T. T. Geer, for governor, and that upon this apportionment the different precincts will be entitled to the following number of delegates in such convention: Barnegat..... 2 Bay..... 7 Beaver..... 3 Blaine..... 3 Carnahan..... 3 Dolph..... 3 Fairview..... 8 Foley..... 2 Garibaldi..... 4 Hebo..... 3 Hoquarton..... 7 Little Nestucca..... 4 Nehalem..... 6 Netarts..... 3 Sand Lake..... 3 South Prairie..... 5 Tillamook..... 10 Union..... 5 And it is hereby recommended that the primaries be held on Saturday, March 24th, 1900, at the hour of 1 o'clock p.m., and besides electing the number of delegates as above specified, each precinct will nominate one road supervisor for the road district embraced in such precinct, and will also elect a precinct committeeman, who will be a member of the County Central Committee.

A. W. SEVERANCE,
Chairman Co. Central Committee.
C. N. DREW, Secretary.

One—Have you any idea of the hour? The Other—No. I have killed so much time lately that I am ashamed to look a clock in the face.

She—Was that actress stylishly attired, Harry? He—Oh, I should say! She had a whole pigeon in her hat and a yellow percale wrapper on.

The Tale the Butter Told.

Secretary Van Norman told a good one at the Indiana dairy meeting that may be new to many. A judge of butter at a fair had been passing on the merits of the exhibits when he came across a churning that had been made in somebody's kitchen. This is how he told it: "When I drew the trier from that roll of butter," said he, "I could have told the family history for a week back. It was of the striped, spotted and streaked variety—in layers, like a confectioner's jelly cake. The first layer had a wash-day odor, and I knew that was Monday's cream; on Tuesday they had onions for dinner; the third layer told me that the kitchen was painted on Wednesday; Thursday the cook had combed her hair while the crock stood open; and my nostrils led me to Friday's cream by the fishy odor. On Saturday all the farm hands must have been smoking their pipes, but I guess they had a religious cow that didn't give milk on Sunday."

Death in the Milk.

Recent reports on the use of preservatives in foods tell of a case of an infant whose chief food was milk, says the New York Farmer. The infant was sick, and the physicians, after investigating everything else connected with it, turned to its food. At once they discovered that the milk fed to the unfortunate child was "preserved" milk, that is to say, milk in which an unscrupulous dealer put boracic acid to "keep it sweet." The adulterant made the milk unfermentable, of course, and it also made it absolutely indigestible. The milk could not sour. Neither could it be digested by the unfortunate infant.

This is a typical case of the dangerous effect of "preservatives" in food. This infant was being murdered by degrees. The man who placed the "preservative" in the milk was committing murder, and committing it for the basest of all motives, the motive of gain. How should the public regard a dealer who would thus endanger the lives of his patrons' children? Could any punishment be too severe for a crime of that kind? It is to be feared that a thorough investigation in the towns and cities would show that very many deaths of infants are directly due to the use of adulterated or "preserved" milk, doctored cream and other monstrosities.

Connubialities.

One of the worst features of single life for men is that the bachelor hasn't any one to blame it on when anything goes wrong with him.

W. L. Farnsworth, of Chicago, who married a dozen or so women, asserts that it was all the fault of the women. Why certainly, Adam made a remark of like tenor.

Bachelors, of Smyrna, Del, have formed a trust to enable its members to resist the temptation of marrying the charming girls of the town until able to keep a wife properly. This is not the outcome of what Prof. Sumner has been saying, but it is clearly a development that he would do well to investigate.

An Ohio girl who was married to a man after an acquaintance of three days complains now because he turns out to be a convict and not the naval captain he represented himself to be. While she undoubtedly has cause to mourn, it is hardly right that she should receive all the sympathy. The man, on his part, ran some risk.

Queen Victoria is said to be intensely indignant over the marriage of the widow of General Penn Symons within six weeks after her husband's tragic death at the battle of Glencoe. The woman, whose second husband is a man half her age, is evidently of a practical mind. Men, always at a premium in the English matrimonial market, will be scarcer than ever now and Mrs. Symons probably considered that it was wise to take the first chance that offered.

Blasts from Ram's Horn.

Cowardice is the tap root of all tyranny.

The front horse always has to pull the hardest.

Jealousy is the compliment we pay to our superiors.

The church cannot be measured without its cornerstone.

America needs good parents even more than good politics.

Hell is a hole with a great big entrance, but a very small pit.

Truth may be bruised and laid up, but it never gets heart failure.

When the wish is father to the thought they both will look alike.

Society is not Christian and Christian-ity is not simply "good society."

The man who is but an echo in the city may be a voice in the wilderness.

Peter found trouble because he was anxious about standing near the fire in the court than standing by his Lord.

Warwick—I don't think the speaker who spoke last night in favor of expansion did the cause very much good.

Wickwire—No? Why not? Warwick—Why, he alluded to the Filipino race as our "Colored Supplement!"

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TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION, United States Land Office, Oregon City, Oregon, January 17th, 1900.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the State of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
EMMA L. C. M. BAUER, Of Portland, county of Multnomah, State of Oregon, has this day filed in this office her sworn statement No. 5186, to the purchase of the Sw 1/4 of Section 11, in Township 6 N, Range 10 W and will offer pro f to show hat the land sought is more va table for its timber or stone than for agricultural purposes, and to establish her claim to said land before the Register and Receiver of this office at Oregon City, Ore n, on Monday, the 24th day of April, 1900. He names as witnesses: John Wassmberger, of Portland, Or.; Frank Kinch, of Emma, Or.; Stephen Bauer, of Newcowan, Or.; Michael Greineldinger, of Emma, Or.
An and all persons claiming adversely the above-described land a e requested to file their claims in this office on or before said 24th day of April, 1900.
CHAS. E. MOORES, Register.