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RAILROAD GOSSIP OR PROCRASTINATION?

Four Propositions to Give Tillamook County Railroad Connections.

What with four propositions flying through the air to give Tillamook county a railroad, we do not know but what it is good advice to say to Tillamookers, "Don't get gay!" But there are just reasons for their doing so, for they have been so long between the devil and the deep blue sea that even procrastinating railroad gossip afford some little amount of relief if it is only to waste a good deal of breath chewing the rag and building castles in the air. This is what we have been doing for years, and some people have become so disbelieving and hard-hearted that they won't believe that Tillamook is going to have a railroad until they see the iron horse puffing and snorting. A different state of affairs exists today. Railroad corporations now appear to be in competition as to which shall build first for the purpose of getting into this county with its splendid resources. What effect will a railroad have upon the county? Give Tillamook railroad or adequate water transportation and it will revolutionize the industries of the county. There will be a boom in the lumber business and the dairy industry will soon double itself. Timber lands and dairy farms will enhance in value, and city property may take a boom for a time, so the future for Tillamook county looks exceedingly bright if only one of the four railroad propositions should materialize.

The situation at present is this: First, it was proposed to extend the railroad from Seaside to Tillamook; second, to extend that from Sheridan; third, the California & Northwestern to build along the coast; and, fourth, a railroad from Goble to Nehalem Bay and thence to Tillamook city. The latter road should prove a paying investment, for it will tap a country rich in resources. But will Mr. Huntington allow another company to step in and do the Southern Pacific out of this county as a valuable feeder? We believe, however, there is considerable railroad gossip appearing in the newspapers, which, when investigated, will be found to be more the imagination of some people than anything else, so it would be premature to make any predictions when and by what route a railroad will be constructed. That it is attracting attention we will admit. But the Headlight is still of the opinion that Tillamookers should continue to agitate for a government appropriation for the improvement of the bars and harbors in this county, and even Dundee Reid sees the necessity of this and the logic in contending for it, therefore, the Oregon delegation at Washington will, no doubt, secure a large appropriation for that purpose when the next appropriation bill is introduced in congress.

We give below some of the railroad gossip which is appearing in the Portland newspapers, also an interesting letter by Mr. William Reid which appeared in the Oregonian.

To Build from Goble Down Nehalem River to Tillamook City.

Tillamook and nearby places may have railroad communication with Portland sooner than anticipated by the residents. Articles of incorporation have been filed with the Clerk of Multnomah County for a railroad from Goble to Nehalem Bay. The incorporators are Edward Cannon, president of the Northwest Engineering Company; Thomas Day and R. C. Bell. The proposed route, it is understood, is through Columbia County across a corner of Clatsop and into Tillamook County. It is intended to strike the Nehalem River in Columbia County and follow it to its mouth. With small

effort the road can be continued south to Tillamook City and Bay, and to points further south, if trade is thought to warrant the cost of building.

It is said that only two places on the proposed route will require any considerable engineering skill to surmount. The road will tap one of the most extensive timber belts in the state, and a fertile farming and dairying district, so that no doubt remains regarding sufficient business to pay for the building and operating expenses.

Some time ago the Board of Trade took up the matter of the building of a road to Tillamook with the Southern Pacific. The members corresponded with President Huntington, who said he would build a road just as soon as it was certain the investment would pay. He did not think that would be this year. But it seems others now believe the investment will pay. Merchants in Portland have heretofore depended upon getting their goods to Coast points via boats, a very unsatisfactory means. The greatest hardship rests upon the Coast residents, who have a difficult time in reaching the outside world. To go to Tillamook via Coast or overland takes half as much time as a trip from Portland to Chicago.

What Does the Nehalem Railroad Project Portend?

Railroad seers are now busy speculating regarding the proposed line from Goble to Nehalem Bay. Two theories are evolved—one that the road is a part of the plan of the California & Northwestern to build along the Pacific Coast and the other that it is entirely independent and launched as a good prospective paying investment.

There was some talk of its being placed under the control of the Southern Pacific, but this was soon seen to be very improbable. The first-mentioned plan seems to be the popular one among that class of railroad men who take pleasure in figuring out such things. In the first place, the sole aim of the California & Northwestern is to parallel the Coast line. It has pushed north a considerable distance from San Francisco, and lately has been unusually active in making preparations for building another link to Humboldt County, in Northern California, in order to tap the heavy timber belt in the northern part of the state. Another link will run the line north into Oregon through the Umpqua and Coos Bay district to Tillamook. Then the last link will be the road just incorporated from Nehalem to Goble, which practically makes Portland the northern terminus.

This is the way some of the railroad prophets have settled the question in their own minds. Reasoning further they say that the link between Goble and Nehalem will be first built; in fact, that the road will be built south from Goble at the same time it is being extended north from San Francisco, and meet at the Oregon line. The advantage of such a plan is readily apparent. For instance, the road, while being built, is fed by two large cities, San Francisco at the southern extremity, and Portland to the north. It will pay for itself as it goes along, and extend further as the country ahead develops. It may take a long time for it finally to connect at the state line, but the intervening territory will receive immediate benefits.

The moment the road is built to Nehalem, a large territory rich in productiveness, will be opened up to the world's markets through Portland, and the road gets the sole benefit of the trade. After reaching Nehalem only a short extension is needed to tap another large trade territory in Tillamook, and this naturally will follow. Other districts, rich in resources, open up before it further south and it keeps on building extensions. All the time it is building the territory through which it passes is being developed and being made to pay back the investment. The territory through which it may pass is rich enough to pay it for reaching out for new territory.

In any event, whether the railroad is being built solely as an investment by private parties or under the direction of the Coast line, as alleged, Nehalem Bay, Tillamook and near-by districts will receive immediate benefit by its construction. A railroad is the dream of residents who live in those outlying places. They have mines of commercial wealth,

which cannot be worked until a railroad opens a market for their products. Timber, coal, other minerals, dairying products, fruit products and almost every other kind of farm product lies ready at hand for a railroad which will open up a market.

HE OUGHT TO KNOW.

Dundee Reid, who Spent \$40,000 in Surveys, says Proper Route is from Portland.

"The day will soon come when some man of brains will take hold of Nehalem Bay and its vast resources and carry them to Portland." These were the words of Major McNeill, in 1896, when receiver of the O. R. & N. Company, after examining in person Nehalem Bay. Business required me last week to travel, mostly on foot, over the same inaccessible country which Major McNeill visited, and I can truthfully indorse his remarks. Although the bay is inaccessible from all sides, north, south, east or west, except from the sea, it has a tributary country possessing 20,000,000,000 feet of lumber—spruce, cedar and fir; extensive fields of coal, several opened up to view, of excellent quality, far superior to Nannaimo coal and free of sulphur; splendid dairy lands; salmon fishing grounds, practically inexhaustible; maritime waters; dyked lands with rich bottoms; and, by far, the finest sea-bathing beach in Oregon, with scenery that cannot be surpassed. The first question one asks on finding these resources is, "Why does not Nehalem Bay go ahead, then?" Some people say its residents are lazy, good-for-nothing people. I deny this, as I mixed among its citizens and can testify to the contrary. The true causes are:

First—Lack of railroad connection with Portland.
Second—No harbor improvements at its sea entrance. There has never been spent one single 5-cent piece upon its bar. Yet, strange to say, it admits vessels drawing 9 to 12 feet, as I witnessed, and is only 38 miles from the Columbia River. What it needs in that respect is a Government appropriation of \$50,000 for a small break-water (no more) to secure 17 to 18 feet of water all the year.

Third—Its total isolation from the world by land, being devoid of wagon roads either to its own vast Nehalem Valley, reached for 60 miles back on a grade of only 10 to 12 feet to the mile, or to Astoria. Yet Tillamook, of which county Nehalem is a part, possesses the best macadamized wagon roads around the bay and Tillamook City, to be found in Oregon.

As a necessary result, I found a population of only 350 to 375 persons in Nehalem district, or 118 voters, including the Foley district; two sawmills, cutting less than 20,000 feet of spruce per day; one good cannery, Elmore's; three stores, one saloon, butcher, barber and blacksmith shops, two carpenter establishments, five schools, one church, and a telephone line, with occasionally lumber schooners, carrying spruce lumber to San Francisco, the logs costing only \$3 per 1000 feet, as against \$6 per 1000 feet at Portland. A careful investigation by the most pessimistic observer will satisfy him that no better location, prospectively, for loggers and mill men exists than at Nehalem Bay. Why? Because its 20,000,000,000 feet of timber must either be carried to Portland as logs from points 30 to 60 miles, and there manufactured for overland rail shipment, or carried down the Nehalem Bay and there made into lumber for foreign or sea-coast export.

How is this to be accomplished? Not by a railroad to Goble, St. Helens, Rainier or anywhere else on the Columbia River, because the grades are practically impossible to operate cheaply, ascending to a summit of 1750 and 1800 feet in a distance of eight to nine miles. No man knows this better than I do, from experience, having spent \$40,000 on railroad surveys to find this out. A railroad to Portland would be totally different, as from there it has over 33 miles to reach the highest railway summit of only 1000 feet, a gradual ascent almost, and thence descends 32 miles gradually to the sea. Furthermore, only 80 miles of railway are necessary to construct from the City of Portland to Nehalem Bay to obtain these advantages, and while in transit the railroad could connect with and carry

all of the logs of Nehalem Valley, upper and lower, to Portland by connecting with a middle river at a point 27 miles or more above the sea.

Thus logs or lumber and dairy produce could be carried from points above or below the falls of Nehalem far cheaper to Portland, which is also nearer than to the Columbia River, and on far easier grades. Besides Nehalem Bay coal, of superior quality, would have 80 miles' haul, and if the recently discovered nine to 10-foot veins be tapped, a 50-mile haul to Portland, and all this whether the breakwater to cost \$50,000 be built. Of course, the latter is essential for deep-water vessels with lumber for San Francisco and for Pacific Coast ports, and therefore our Chamber of Commerce and Board of Trade should unite in asking Brigadier-General Wilson and Congress to have this small breakwater started next year, with an appropriation of, say, \$30,000.

Nevertheless, that ought not to farther delay the construction of an independent railway direct from Portland to Nehalem Bay, and will not. The total length of the line would be about 80 miles, at an actual cost of \$1,200,000, including equipment, the income from which, with 20,000,000,000 feet of timber to haul for 30 years, with the coal, would pay its cost five times over in that period, with 5 per cent interest additional, excluding other freight, passengers and merchandise. I speak from experience, having recently traveled over the route and surveyed portions on foot. Another item of value would be the sea bathing, or Summer tourist travel between Portland and Nehalem Bay, to which 80 miles by rail would be the distance against 118 miles to the seaside via Astoria & Columbia River Railway, and with a far superior beach in front of Nehalem Bay. No one expects Portland capitalists to invest in this or any other railroad enterprise, still they can co-operate to bring what is now essentially necessary to Portland's sawmills—1,000,000 feet of logs per day—which all of the mills of Multnomah County now manufacture into lumber and will increase this output enormously when the Nicaragua Canal is built.

Extension of the Seaside Railroad Boomed up at Astoria.

ASTORIA, June 22.—The report is again current in this city that a railroad will soon be built south to Tillamook, tapping the great timber belt of Clatsop and Tillamook counties. This time it is said that "William (Dundee) Reid is promoting the scheme, though the men behind the thrifty Scotchmen are unknown. Mr. Reid has been seen at Seaside several times of late, and his presence there lends assemblance of truth to the persistent report that he is now engaged in making a survey for the proposed road.

The section of the country extending from Astoria south to Tillamook Bay has attracted great attention of late, and three different aggregations of capital have been looking into the matter of constructing a railroad. Among those interested in the scheme is ex-Governor Stone of Pennsylvania, who is associated with several other capitalists of the East. It was Mr. Stone who sent out the ill-fated Radir-Heikman party whose terrible death on Sugar Loaf Mountain is well remembered. The death of Messrs. Radir, Heikman and associates prevented the immediate development of the plans of Governor Stone, and since that time A. B. Hammond has been busy buying up timber land in the great spruce belt. Shortly after the Radir-Heikman tragedy A. & C. R. R. engineers were seen in the vicinity, and it is understood that they made a preliminary survey for the road. For some reason, nothing has since been done by the Astoria railroad people, and now Dundee Reid is chasing his favorite phantom. Mr. Reid has always had great faith in the possibilities of this section, and it is said that Astoria would have been a great city today had her leading men stood by the irrepressible Mr. Reid. However that may be, he has lost considerable time and money in the Astoria proposition, and it is not unreasonable to suppose that he may try to regain some of his losses.

The building of the Tillamook road is, of course, only a question of time. Rail connection is absolutely necessary, and just as soon as Mr. Hammond, who is

heavily interested in nearly everything worth having in this county, decides to cut his thousands of acres of timber, then there will be plenty for the railroad to do, to say nothing of its commercial effect on Tillamook county. Whether or not Mr. Hammond will permit Dundee Reid or anybody else to get in ahead of him in the Tillamook railroad is a question; but it is now very evident that some one intends opening up that spruce belt, and that, too, at once.

(Evening Telegram.)

The old adage that where there is so much smoke there must be some fire will doubtless apply to the Nehalem railroad project. It will not be very long till a railroad penetrates the Tillamook region from one direction or another. Three routes have been discussed; one from some point on the line of the Southern Pacific in Yamhill County; one from Goble through the "tall timber" to and down the Nehalem, and one from Seaside in Clatsop County. Realization of the great timber resources of that region will soon necessitate the building of a railroad into and through it; and the main line, whichever route it follows, is likely to have one or two branches, so as finally to connect with the Southern Pacific and also with the Columbia River. The next twenty years will see a great change in the Coast region embraced in Tillamook County and adjacent portions of Clatsop and Columbia Counties.

In the County Court of the State of Oregon for Tillamook County, June 2, 1900.
In the Matter of the Guardianship of the person and estate of Benjamin P. Hutchins, a minor.
Ellen A. Hutchins, guardian of the person and estate of said Benjamin P. Hutchins, a minor, having filed in this court her duly verified petition for a license to sell, the interest of said minor in the parcel of real estate situated in Tillamook County, Oregon, and is known as block number nine (9) as described on the plat of the town of Lincoln, duly recorded (now within the corporate limits of Tillamook City), in said county and state, and it appearing to the court that said minor is the owner of an undivided one-sixth interest in a remainder in fee in said real property, which remainder will take effect in possession upon the death of said petitioner, who is the owner of an estate for her own life in said parcel of real estate, that it is necessary and would be beneficial to said real property should be sold, his interest in lot, numbered four in said block being sold separately.

It is therefore, this 2nd day of June, 1900, ordered that the next of kin of the said ward and all persons interested in said estate appear before this court on Tuesday, July 3, 1900, at 10 o'clock a.m., at the court room in the court house of said county, at Tillamook City, Oregon, to show cause, if any, why a license should not be granted for the sale of said estate; that a copy of this order be published at least three successive weeks prior to said last mentioned date in the Tillamook Headlight, a weekly newspaper published and circulating within this county.

G. W. SAMPSON, County Judge.
NOTICE FOR PUBLICATION.
Land office at Oregon City, Or.
June 2, 1899.
Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver, at Oregon City, Or., on July 27, 1899, viz:

JOSEPH ALTENBURGER, H. E. No. 11075, for the S. W. 1/4, Sec. 10, T. 6 S., R. 10 W.
He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

John Westensburger, Adolph Schultz, of Portland, Or.; Theodore Arndt, of Emma, Or.; Nicholas Afolter, of Neskeo, Or.; CHAS. B. MOORES, Register.

TIMBER LAND, ACT JUNE 3, 1878—NOTICE FOR PUBLICATION.
United States Land Office,
Oregon City, Oregon,
May 2nd, 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 Nevada and Washington Territory, as extended to all the Public Land States," by act of August 4, 1892,
CHAS. E. DONALDSON, of Tillamook, county of Tillamook, State of Oregon, has this day filed in this office his sworn statement No. 541, for the purchase of the Lot No. 2 of Sec. No. 23, in Town of No. 1 S., Range No. 9 W., and will offer proof to show that the land sought agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Monday, the 30th day of July, 1900. He names as witnesses:

William Hingworth, George Himes, John Harter and Morrison Mills, of Tillamook, Ore. The above-described lands are requested to file their claims in this office on or before said 30th day of July, 1900.
CHAS. B. MOORES, Register.

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