

STURGEON'S DRUG STORE

Headquarters for CHRISTMAS GOODS!

Complete
New
Stock.

My Stock of Christmas Goods will be found complete in every particular, being the Best and Largest display ever in Tillamook. Now is the time to select and buy. Call in and inspect my goods before buying elsewhere. Do you want a nice Gold Watch, Chain or Ring? Do you want Fancy China, Vases, Albums, Dressing or Manicure Cases, Toys for Boys and Toys for Girls? Or Pretty and attractive Medallions? Then Sturgeon's is the best place to buy them.

Take your
Prescriptions to
STURGEON,
The Druggist.

Select Your Christmas Presents at Once.

COST OF A RAILROAD. Estimates for the Line to Nehalem Bay.—Two Independent Routes.

(From the Oregonian.)
It would cost less than \$1,500,000 to build a standard-gauge railroad from Portland to Nehalem Bay, with a branch 10 miles long to Vernonia, in the Upper Nehalem Valley, and another branch three miles long to the Lower Nehalem coal. The extension down the coast 12 miles to Tillamook Bay would also come within that figure. Indeed, most of the estimates place the cost of constructing the road below \$1,250,000. This does not take into consideration any saving that might be effected by a junction with the Northern Pacific near Hillsboro, or with the Southern Pacific at Hillsboro or Oswego, in which case several miles of construction would be saved. There are at least two practical routes for an independent line out of Portland to the Nehalem country. One is out the north end of the city of Portland, along side the Northern Pacific, but clinging to the hillside for a distance of nine miles, where a tunnel half a mile long would be advisable. It might be avoided by a detour and a rather heavy grade; but railroad men incline to the opinion that the tunnel route is preferable because of the easy grade it would secure, and the saving in mileage and cost of operation. The cost of the bore is estimated at \$156,000. From the tunnel to a point in section 32, 2 north, 4 west, the distance is 14½ miles, and thence to Nehalem Bay is 51 miles. This makes the total distance between Portland and Nehalem Bay 75 miles.

The other independent route would leave East Portland and cross the river by means of a high bridge without a draw just above Milwaukie, on the east bank and below Oswego on the west side. This would be about seven miles. From Oswego to Newton Junction, near Hillsboro, the distance is 18 miles. From Newton Junction to the point previously mentioned in section 32, 2 north, 4 west, is 11½ miles, 10 miles of which is already graded and ready for the superstructure. From that point westward the route is the same as described in the route leaving the north end of Portland. The total length of this line is about 87¼ miles.

These routes would be absolutely independent of any other railroad. They would also have very light grades. That out of the north end would have a 1 per cent grade from a point near the head of Gale's Creek to Portland. From the same point on Gale's Creek to Portland on the route out of the East Side it would be a water-level track. In the Nehalem Mountains the grades would be a little heavier, but at no point would there be anything to compare with the Southern Pacific grade on Fourth street, Portland. The maximum grade on the Nehalem route would be but 2 per cent, while that of Fourth street is about 4 per cent. The heavy grade out of Portland is what discourages a junction with the Southern Pacific at Hillsboro. At Oswego a junction might be effected, but that would only gain entrance to the Jefferson-street depot, and that would not be satisfactory for such an enterprise. Sawlogs might be dumped at Oswego, and floated down the river, but coal and general traffic would need access to the terminal grounds in the northern part of the city.

Likewise a connection with the Northern Pacific at the mouth of Cornelius Gap would save the construction of several miles of track, but it would necessitate a rather steep climb to the Scappoose summit. If the route by way of Oswego and Jefferson street would get trains to the terminal grounds, that would be the cheapest and best, having the easiest grade and having 10 miles of roadbed already completed.

This railroad scheme, including the branches to Vernonia, to the coal mines and to Tillamook Bay, contemplates complete drainage of the commerce of that country to Portland, and it is one of the richest sections now open to such

development anywhere. The coal mines, it is presumed, would not be restricted to Portland, for their market, for the quality of the product would give them entrance to other cities, and from Tillamook Bay the coal could be shipped by water to San Francisco. The Nehalem bar will not admit vessels suitable for ocean carriage for so great a distance, there being only nine feet of water on it. As to the Nehalem Valley timber, the branch to Vernonia will give a rail outlet to the country about the upper courses of the stream, and the river itself for 40 miles will float everything out to the railroad that crosses it a dozen miles from its mouth. Therefore, this project embraces that whole region, and gives it a short cut to a good market.

What Mr. Reid has to Say.

The O. R. & N. Co., Union Pacific and Great Northern have all been individually consulted and offered the enterprise, and each has replied that Portland should build it, because a local road, President Mohler saying in his letter that "there is nothing to prevent this company (O. R. & N.) at any time from increasing its business in a legitimate manner," and adding, he would be very glad to see me and talk over that matter. The president of the Northern Pacific, in a letter to me, said: "My idea of a fair arrangement would be a rental based upon the value of the property used, the basis of charge to be according to the comparative wheelage of your company with ours; or if you do not desire to run your own trains into Portland, we could arrange to haul them to and from the junction point (Cornelius Gap) upon the basis of a train service charge per train per mile."

When C. P. Huntington was handed this letter and asked if he would give the same terms and facilities at Newton and Hillsboro if the company should connect with the Southern Pacific there, he replied that he certainly would not. He said that if the Nehalem road did insist on connecting with his west side lines at any point he should simply charge local freight and passenger rates to and from Portland. Mr. Huntington was, however, very kind to me in proffering this advice to let the Portland & Nehalem Railway alone, and advised me that the proper course was to extend Mr. Hammond's railway south from the Seaside, via Nehalem Bay to Tillamook City, and for the Southern Pacific Company to build from the Willamette Valley direct via Sheridan north of Tillamook City. Those who wished timber carried from central and upper Nehalem to Portland should, he said, build local railways themselves down to Nehalem or Tillamook Bays to connect with the railways to be built there, the Southern Pacific to haul that timber or lumber by the long route to Portland via Sheridan or via Astoria, whichever way was selected.

Had this suggestion been adopted, Portland could never have got 1000 feet of timber or a ton of coal from the Nehalem past Astoria at common point rates, as the extra haul would be 100 miles.

For these reasons it seems to me the proper course is to have an independent line into Portland or its suburbs, whether with the one-half-mile tunnel on the north end or via Oswego on the south end. If, however, the Northern Pacific's very liberal offer is preferred, then terminate the Nehalem Bay Railway at the foot of Cornelius Gap, a distance of 70 miles, at a cost of \$1,096,000, exclusive of rolling stock. Dump the sawlogs there into the Willamette Slough for Portland saw mills, load coal steamers near Linton and lumber ships there, and carry the general traffic, freight and passengers, to and from Portland, via the Northern Pacific trains, a distance of nearly 10 miles.

In any event a company should be incorporated here with 50 stockholders of one share apiece at least, elect prominent directors, and decide which of the three lines. The Oregonian suggests

should be adopted. Hereafter authorize negotiations with American capitalists or with those in London with whom I have hitherto been negotiating. No bonuses or subsidies should be given except a free right of way, if possible.

What is Portland going to do about bringing Nehalem coal in here by rail? Several men of good judgment and responsibility, notably State Senator Fulton, vouch for the excellent quality of the coal, and Mr. Hammond, it will be remembered, once offered to build the railroad provided certain concessions were made him. The assertion has been made—perhaps it is exaggerated somewhat—that the difference in cost between a visit to Puget Sound and one to the Columbia River, growing out of the price of coal at the two places, is, to a trans-Pacific steamship, \$1500. These figures could be shaved down considerably, and still leave a margin of great incentive to the development and delivery of cheap coal for Portland. It is evident that the project is getting attention in railroad circles, and it may yet be carried out by some existing railroad company. But it is not, then Portland must itself investigate the Lower Nehalem coal, and if its quality and quantity prove as alleged, open the mines and build the railroad. Mr. George T. Myers recently offered \$25 to start a subscription to investigate the coal problem. This is not enough to do much with, but we have no doubt that Mr. Myers will give many times \$25 to help along the coal problem if we are sure we have found the right coal. It will take something like \$1,500,000 to build the railroad. Portland can raise this amount in subscriptions to stock, easily, if some experienced railroad builder is put in charge of the work and if the scheme is promoted with something of the vim and determination our good friend Dan McAllen has shown in the matter of a World's Fair. The little city of Salem has refunded its debt in 4 per cent call bonds, all taken by its own residents. Certainly Portland can float \$1,500,000 in railroad bonds to bring coal in here and establish impregnably the city's commercial and manufacturing supremacy. It is the purpose of The Oregonian to pursue its investigation of the coal problem, and it invites the aid and cooperation of any who are qualified to assist.

This statement supported by careful analysis of the product, that coal of a quality superior to that heretofore mined on the Pacific Coast, is found in practically unlimited quantities on Nehalem Bay, is a exceedingly gratifying. Cheap coal is a prime necessity for the increase of manufactures in this section. When competent evidence supports the statement that through the development of the coal fields of Nehalem, coal of a superior grade can be laid down in Portland at less than \$250 a ton, our citizens may well feel that the dawn of a prosperous manufacturing era is at hand. The testimony of members of the United States Geological Survey upon the quality of Lower Nehalem Bay coal, and for the area of coal lands of that section leaves nothing to surmise. The coal is there to the extent of millions of tons; its quality, as shown by the tests, is superior to that of any Pacific Coast coal heretofore mined. Development of these properties in the interest of commerce and manufactures cannot be long delayed.

Will not be Undersold!

When you want meat go to Leach & Jones' Meat Market, for they will allow no other meat market to undersell them. Below will be found our prices until further notice:

Porterhouse Steak.....	8c.
Sirloin	7c.
Beef, roast	6c.
Boiling Beef.....	5c.
Pork	7c.

LEACH & JONES, CENTRAL MEAT MARKET, TILLAMOOK CITY.

GARIBALDI.

All of the smoke stacks of the Truckee mill have been blown down with the exception of one, and had not precautions been taken to secure the lumber on the dock, it would have all been washed into the bay.

Commissioner L. Parrish has been looking over the Garibaldi beach road and reports it in bad condition. The roadway is washed out in places and filled with driftwood. He thinks that the road should be put back farther from the beach, and a good many others think so too.

I think our game warden should try to do something to stop the shooting of game after night on the bay. What is the use of a law if it is not enforced?

We have had our sidewalks well washed the last few days with the spray flying over them.

Mr. W. H. Hoskins was down repairing the telephone line between his place and Garibaldi. He reported that a number of trees had crossed it and the wire had been broken.

Mr. and Mrs. Johnson miss their last son since he has taken unto himself a partner in life. But when they stop to think that they were young once themselves and became the victims of Cupid's darts, they now realize it is all for the best. But, say, Charley, you have not yet set up the cigars for the boys, and you know, Mr. Editor, that don't go.

Mr. Meary has been taking the mail by boat, but since he has got his game eye on one of the fair damsels of East Garibaldi he takes his bag and goes around the road. He says he wants a cook.

BEAVER.

There will be a Christmas tree entertainment on Monday evening, to which all are invited.

Rev. Mr. Armstrong is engaged as engineer on the county saw mill.

Of course it is thought that Beaver will be a great oil field not many days hence. Why not? Nobody has been down to see to the contrary.

On Monday several people turned out, and in a short time had cut enough wood for the truck to last quite a while.

Grace Getchel, of Bolder, and her son Norman, in company with her brother Virgil, passed through a few days since on her way to visit her parents at Cedarville.

Mr. A. A. Ford, of Tillamook city, was in our midst some time ago looking up G.A.R. boys, of course.

George Poteet, of Meda (Oretown post office), wrote your correspondent for a good school teacher to take charge of a three months subscription school at once. Teachers wanting a school should write to the above address.

The rainy weather has stopped travel, but is making grass grow.

NETARTS.

J. E. Tuttle, of Tillamook, came over to Netarts, Saturday.

Quite a number of trees fell in the roads during the late wind storm.

Messrs. Kutch & Watkins have their tide land nearly diked.

Geo. W. Phelps and J. E. Tuttle were on the sand spit shooting Monday, and they succeeded in killing a lot of ducks and geese, so many that they had to get a boat to take them home.

C. Desmond has the addition to his barn finished, and this makes him plenty of room for his stock.

Geo. Hodgdon is building a new residence on his place.

Notice.

All persons who are owing us will please call and settle their account before January 1st, 1901.

J. A. Todd & Co.

Our Clubbing Rates.

Headlight and the Oregonian	\$2.25
Headlight and the Examine.....	2.35
Headlight & Thrice-a-Week World	2.00

German Training Ship Foundered.

BERLIN, Dec. 17.—An official dispatch from Malaga received here this morning accounts for 314 survivors out of the 450 persons who were on board the German training-ship Gneisenau, which foundered at the entrance to the Port of Malaga yesterday, while she was taking refuge from the terrible storm prevailing at the time.

It is rumored that the commander of the Gneisenau committed suicide when he saw that all was lost. A nephew of the Imperial Chancellor, Count von Bulow, named Berndt, was among the saved, though he was injured about the head. A sailor who survived the wreck, went mad. The first engineer, the assistant engineer and a number of petty officers were drowned.

It is hoped that the guns, the treasure chest and perhaps part of the hull will be salvaged.

World's Richest Gold Field.

In 1886 it would have fairly staggered any expert in the production of gold to have been told that in the Witwatersrand, where Ferreira's camp then was and Johannesburg now is, there awaited the miner an accumulation of the precious metal which would be four times the amount of all that has been obtained from the Australian gold fields.

It is only within the last five years, though, that this astounding fact has been proved. The proof of it has been a long and expensive process, which received its crowning touch only when one of the costly bore-holes reached a depth of 3,200 feet.

Then it became a matter of direct calculation that when the deep levels of the existing mines were worked there would be a total yield to the value of £700,000,000, and it has been further calculated that when the Rand is fully worked, by additional mines yet to be sunk, the total yield may probably reach £1,300,000,000. And that will be much more than double the yield of California and Australia together.

Up to the time of the war the value of gold which had been produced was not much more than \$400,000,000, so there remains to be extracted from this belt, in all probability, gold which will amount to upward of \$5,000,000,000 in value.

But this grand total of gold production will be wrought by far fewer workers than those hordes of gold-diggers from whom Messrs. Bret Harte and Bolderwood have drawn their galleries of characters. Such a thing as a poor man's diggings is quite unknown in the country around Johannesburg. The auriferous deposits of California and Australia were easily washable, in their earlier stages, by unskilled labor. By sturdy primitive methods of sluicing, at trifling cost, gold was directly obtainable from gravels and soils. Nuggets, too, were plentiful. Thus there were fortunes awaiting the more lucky in thousands of instances.

That never can be done in the Transvaal mines. The capitalist has to be at hand or the prospector's discoveries will be in vain. The engineer has to design the laying out of works which need a heavy expenditure of money. The mine has to be made by the sinking of shafts, the erection of hauling gear, the driving of tunnels and the stopping out of the ore. The hauling gear for deep mining is necessarily on a large scale and has to be worked by steam power.

In each of the larger batteries of the Witwatersrand no less than 900 tons of rock are pounded up daily. Night and day, incessantly, there are 200 stamps pounding away in this one battery. As each stamp weighs half a ton, the weight of the 200 is exactly 100 tons; and as they are all thundering away at the same time, the noise they make is deafening and the solid earth seems to shake under your feet.

At the end of nearly four weeks of continuous work the stamps are stopped. The amalgam is then scraped off the

plates and put in retorts for the separation of the quicksilver from the gold. The sand which has been washed over the plates is made to yield a further supply of gold by cyanide treatment and by other processes of gold extraction. As it is at the end of each calendar month that the gold is separated and collected, the custom is universal of declaring the output of gold month by month, and this system is made compulsory by government regulations.

No Happiness Save in Mental and Physical Activity.

Bresci, who murdered the Italian king, is sentenced to solitary confinement for life. While you read this he sits on a narrow plank in a cell not much bigger than a sleeping car section.

If you talk to any friend about Bresci—and especially if you mention the subject to any young man inclined to be idle—call attention to this point. You, of course, can amplify what must be presently briefly here.

Bresci's imprisonment is torture—Why?

Because it sentences him to do nothing. Every man put on the earth is put here for a purpose. He is put here to work, to struggle, to interest himself in his fellows, to share the pleasures and disappointments of others. The wise laws ruling the universe fill up with a desire to do that which we were meant to do. It is intended that we should be active here, and therefore, although we often fail to realize it, our happiness lies in activity.

Bresci is to be tortured beyond the power of imagination because he will be forbidden to follow nature's law. He will be forced to fulfill man's destiny here. His brain, his muscles, his sentiments must lie idle until death or insanity shall come to relieve him.

Bresci will live on bread and water—but it is not the bread and water that will make his life worse than death. He could be happy on such simple fare if his mind had work. Many a man has done his good work and enjoyed life's greatest pleasures while suffering mere hunger and poor fare.

In his prison Bresci is protected from the sun and the rain and the cold. He can sleep as many hours as he likes. No duns can trouble him. He pays no rent. There is absolutely nothing that he must do. But there is absolutely nothing that he can do.

The saddest slave in Morocco toiling under the heaviest load would win Bresci's gratitude if only he would let Bresci carry that load.

The most desperate man, harassed by cares of all kinds, would seem blissfully happy is Bresci's eyes, for he has at least full play for his sentiments, for his activities.

To punish Ravaillac's attack on the life of the French king long ago they tried many ingenious devices. They broke him on the wheel. They tortured him slowly. Finally they poured melted lead into his stomach through his navel. It was a hard death.

But they did not punish Ravaillac as severely as Bresci is to be punished.

The minutes, the hours, the weeks, months and years will drag along. Idleness, idleness. Nothing, nothing. No human smile or voice to measure time.

Sleep, bread and water; sleep, bread and water.

Gradually madness will come and bring relief.

Be glad that you are active, you who work willingly.

And you young men who rebel against labor and long for the chance to do nothing, study Bresci's case and take up your load gladly.

The decree condemning us to earn our bread in the sweat of our brow was merciful, not stern. For that same power which sentences all to work also causes happiness to be found in work alone.

Marvelous and beautiful are the arrangements of divine wisdom.