



BRIDGE & BEACH CO. RANGES & COOK STOVES

Have no Superior in any Market.

FULL LINE OF Heating and Air Tight Stoves

GUNS AND AMUNITION.

We are Leaders in our line

WAGONS, PLOWS, and
AGRICULTURAL IMPLEMENTS.

Hardware, Tinware and Builders' Supplies, Paints, Oils,
Doors, Windows and Glass.

WADE & BRIGGS,
Opposite Bank. Tillamook, Oregon.

TILLAMOOK JOTTINGS.

Dr. Wise, resident dentist.
Mr. Arthur Beals has gone East.
Public school will convene on Monday after the holidays.

Mr. W. W. Conder was in the city on Friday of last week.

Rev. Father J. J. Burri returned to his city on Monday night.

Captain Dodge came in on the steamer on Monday from Astoria.

When business is dull then is the time to advertise in the Headlight.

The weather has been cold since the new year, with rain and snow.

If the city election came once every two years it would be often enough.

County court and board of county commissioners will meet next week.

Mrs. Eugene Jenkins presented her husband with a daughter on new year's day.

Mr. B. L. Eddy has moved his law office to the new building opposite the post office.

Representative B. L. Eddy will leave on Monday to attend the state legislature at Salem.

Mr. Mann has a pair of spectacles in his possession which he would like to return to the owner.

The steamer *Sue H. Elmore* arrived in the bay on Tuesday with passengers and left for Nehalem.

Rev. and Mrs. B. J. Cady came in on the steamer on Monday and reached the city the next day.

Twenty three inches of rainfall last month and Tillamook county not in the prohibition column.

The kidnaper is in the city! But it will not take \$25,000 to release your dog if you have not paid the dog tax.

Bargains at Cohn & Co.'s. Now is the time to purchase goods. Great reduction in all departments before taking invoice.

Married, on Monday, at the parsonage of the United Brethren church, by Rev. F. H. Neff, Mr. W. A. Morse to Miss Joyce B. Quick.

Mr. T. Coates has moved his office to the new building opposite the post office, and where Justice Dow was held out in his official capacity.

The musical recital given by the musical pupils of St. Alphonsus academy before the Christmas holidays will be repeated on Saturday.

The temptation among the young people of Tillamook county to get married appears to be unusually strong of late. Next young couple, please.

The best flour in Tillamook city is the Webfoot, manufactured from Eastern Oregon hard wheat. Is unequalled. Try it. Sold by McIntosh & McNair.

Now is the time to buy china, for King and Kerremans are giving a discount of 10 per cent on their fine assortment. Do not delay in making your selections.

Having been delayed in getting started with their new boat, the Nehalem Transportation Company expect that they will be able to leave Portland Saturday.

Rev. C. P. Metzler will preach at the Presbyterian church in Bay City on Sunday morning and at the Presbyterian church in this city in the evening. All are invited.

If the Omaha kidnapers would tie themselves to Salem and kidnap all the lobbyists and night clerks for forty days they would deserve to be hanged for kidnaping Cudahy's.

Let people who are in a hurry to get out parts of their business...

The Degree of Honor will give an installation at their hall in this city Monday evening, Jan. 7th. A short program will be rendered and lunch served. All Workmen and their wives are cordially invited.

"The littlest man in Tillamook" is the driver of the bondage band wagon, and as he is without the Headlight, there is no telling where he will dump those who unwittingly jumped into the wagon before he runs rough shod over the electric light and water companies.

Married, on Sunday afternoon, at the residence of the bride's parents, Mr. J. A. Monroe, Mr. Joseph H. Bromley to Miss Alice Monroe, the Rev. F. H. Neff officiating. Both the bride and groom are estimable young people and their friends, of whom they have quite a number, extend to them congratulations and best wishes for their future happiness.

Elder B. J. Cady, who has been a missionary eight years in the Society Islands, will begin meetings in the Seventh Day Adventist church in this city next Saturday evening, at 7:30, and will continue every evening during the week except Monday evening. At each meeting he will give some points of interest in his island work. All are cordially invited.

If there is going to be any tinkering of the city charter, then make the mayor something more than a figure head in municipal affairs; in fact, invest him with power and hold him responsible for the enforcement of the law and city ordinances. Another thing, to give every part a fair representation in the council, the city should be divided into wards, yet we do not see the necessity for having five or six boards of election on election day, each of which would cost \$16.

School district meeting to-morrow (Friday) at 2 p.m., at the school building, for the purpose of levying a tax and creating a sinking fund to pay off the bonded indebtedness. As the patrons at the annual school meeting were unanimous in wanting efficient teachers and a good school, we hope what additional money the directors may require will be readily voted. Now we have a good school let everything be done to make it meet the demands of a progressive city.

The second quarterly conference of the M.E. church will be held next Saturday and Sunday. The quarterly conference will meet Saturday at 7 p.m. Preaching Sunday morning, followed by communion service. Regular preaching service Sunday evening. The week following will be observed as the week of prayer, with the prospect of continuing the meetings indefinitely. The pastors and members of the various churches are cordially invited to join with us in the observance of the week of prayer and in the other services which may follow. Persons who are not members of any church are also cordially invited.—S. A. SMITH, pastor.

Another annual number of the Oregonian reaches our desk, and as usual it contains much useful information which persons wishing to know something about this state will be glad to read. We have a little criticism, however, for we cannot comprehend why the pictures of Multnomah county officials are dotted about in the matter which is interesting to other counties. Is it because they are one of Oregon's products—successful office seekers who are holding down the fattest jobs. That is all the use we see in placing these gentlemen's pictures in an annual number of the Oregonian. It is not the case, then, why the Multnomah in preference to other counties?

have to pack if the city is bonded for \$30,000, and especially if the city council is composed of unscrupulous and unbusiness persons when [this city improvement] is being carried out? Most business men know how easy it is to get into debt, as well as the trouble and worry to get out of debt. And when it comes to bonding a city or a school district it is invariably some little taxpayer's bazoo who fathers the idea, then leaves the big taxpayers the worry of paying \$2, \$3 or \$4 on the \$1 before it is paid off.

An adjourned meeting of the city council was held Friday evening, with a full attendance of councilmen. Besides ordering a new side walk put in abutting the residence of Mr. George Edmunds and accepting the bond of Mr. C. L. Thompson for a saloon license, the council allowed the following bills:

City recorder.....\$10.00
City attorney.....12.50
City treasurer.....25.00
Water rent for December.....30.00
Livestock stable.....1.50
S. Downs.....2.00
J. E. Tuttle.....4.50
Cohn & Co.....1.20
W. S. Stallcup.....4.20
City marshal.....40.00
W. H. Eberman.....27.50
Water Company.....80.00

That Bonding Business.

The matter of introducing a clause in the city charter, giving the taxpayers the power to bond the city if they see fit for a water system, is a question for discussion. There is nothing objectionable to having such a clause inserted, but we do say this, that before the city can be bonded it should take two-thirds of the freeholders of city property voting in its favor to do so. Another thing, if the people of Tillamook city want to plaster the city with bonds, why not do so for a sewerage system as well, for health should be one of the first considerations? Why is it now considered advisable to bond the city and the cause of so many people favoring it? Here is the secret in a nutshell. The city made a mistake when it granted a franchise to put in a wood pipe line and agreed to pay too much for water rent at the start. And it is plain to see that some people have been kicking the water company ever since, when they should have been kicking themselves or the city for what they sanctioned and are responsible for.

At a previous meeting of the city council Mr. R. M. Watson commenced chewing the rag about bonding the city. Either to shut off discussion on account of Mr. Watson's personal antipathy to the water company President Cohn said: "Will you prepare the petition, Mr. Watson?" The city council did not empower him to prepare a petition, nor did it take any formal action whatsoever, and the same may be said of the city council when the petition was read at the meeting on Friday. The petition only specified for power to bond the city for a water system. As nothing about

inserted in the city charter unless it specifies that before the city can be bonded it must have the consent of two-thirds of the freeholders. If that can be done we have no objections to the petition, for although it may not be necessary to bond the city, yet with that power invested in the hands of the people it will compel the water and electric light companies to put their plants in first class order and give good service, which we believe both companies will do if they are given time to work out their own salvation, and as capital is vested in these two companies we do not think that it is right that people should attempt to run rough-shod over them when they are both doing the best they can under the circumstances, which every business man with money invested in goods in this city is doing.

ANOTHER ROUTE.

Said to Be Shortest and to Tap Best Country

(From the Oregonian.)

Having had 17 years' acquaintance with the Nehalem country, and having traveled nearly all over its timber and farming lands, I feel competent to talk understandingly on the subject of its developments. I will be very brief in what I have to say.

In the first place, I think the calculations that I have seen of the length of road required to connect the Nehalem coal fields with Portland is too low. I think such a road will be about 120 miles long. It will not do to estimate the length of a proposed railroad by section lines.

Two routes for this road have been discussed in our columns, or, rather, two routes to reach some point on Gales Creek—one from thence to Nehalem City. As I do not want to discuss the feasibility of these two portions, either of which is difficult enough, I will consider it as one route. I will state a few objections to the route as a whole.

First—It passes through very little agricultural country.

Second—It passes through very little good timbered country.

Third—The summit between the head of Gales and Salmonberry Creeks is about 1600 feet high.

Fourth—It intersects the Nehalem River in a gorge where the river is an almost unbroken succession of rapids for 20 miles.

Fifth—It necessitates heavy grades, deep cuts and fills and expensive bridges, including one draw.

The confluence of the Salmonberry and Nehalem is about the middle of the gorge referred to above. When the river is low the water boils among huge boulders, so that it is not possible to run logs. When it is high, no log that enters the head of the gorge can be stopped or held until it reaches tidewater. An old, reliable settler who lived near the mouth of this gorge told me that he had seen the river rise 42 feet within 48 hours. To put a roadbed or any other improvement below high-water mark would be folly; to put it above will be difficult and expensive. I might mention some minor objections, but I think these are sufficient for my purpose.

Having put this route, in my mind, hors du combat, I will proceed to locate one to my own satisfaction. From Portland, use or follow the Northern Pacific to a point at or near Holton; thence follow up Milton Creek to some point in section 19, 5 north, 2 west; thence in a westerly direction over a low summit and across the headwaters of the Clatskanie, and another low pass on to the head of Caples Creek, and down it to the Nehalem River; thence down the Nehalem to a point about a mile below Grand Rapids; thence to and up the Humbug and its west fork to its source, crossing a low divide to the head of a branch of the north fork of the Nehalem River; thence down it to Nehalem City and the coal fields.

I estimate that the length of a survey on this route will be about 90 miles from Holton to Nehalem, and less than that which can be obtained in any other route, as it is the most direct; that the altitude of the highest summit is about one-half on the Salmonberry route, and that the grading and bridging can be done for much less. That part of this route from Holton to the mouth of Caples Creek, the worst part of the route, has been sur-

veyed, and it was found that the heaviest necessary grade was 2 per cent. But the difference in the cost of construction is not so important as its profitableness after it is constructed. The two great and important facts about this route are: First, it lies low, and all the products of earth, fields and forest come down to it; second, it passes in its whole length through what only needs a railroad to develop into a rich agricultural region.

At the confluence of Caples Creek the Nehalem has an easy current and high banks, a good place to hold logs and manufacture, or to load and haul away. And the product of 150,000 acres of timber lands—5,000,000,000 feet—can be cheaply floated there on the Nehalem and tributaries. Grand Rapids is another grand location for a mill, and 100,000 acres more can be placed there. Then there is an immense amount of timber between this and the coast, and on the south fork of the Nehalem, and this road would stand an equal show of dividing with any other road that may be built. The travel and farm produce alone will make this a paying road. Then there are all the timber and coal it can possibly carry until the end of time.

M. BUCHANAN.

Data Regarding the Railroad Route to Nehalem Bay.

I deeply regret to occupy your valuable space in answering Mr. Buchanan, whom I do not know. From his arguments and the facts he narrates I apprehend he must be in the interest of Mr. Hammond, because he says the road should be built to the summit of Humbug Creek. Now this is near Saddle Mountain, at which point there is already built waiting for the rails a 15-mile grade, in which my money is invested. The laying of track thereon for that short distance to Mr. Hammond's railway (Seaside division), would carry all Nehalem Bay coal and lumber to Flavel and Astoria and be 90 miles nearer than Mr. Buchanan's line to Portland. The eastern terminus he recommends near Houlton, on the Northern Pacific, would be no benefit to Portland, inasmuch as all coals, logs and lumber which Mr. Hammond did not catch at the summit of Humbug Creek, which Mr. Buchanan names, would be naturally stopped at the Columbia River near Houlton, and all lumber and coal steamers loaded there instead of at Portland. Why? Because of the 26 miles greater haul by rail on the Northern Pacific to Portland.

Again, Mr. Buchanan seems to think we plan railroad routes nowadays by simply walking over the country and thereafter draw a line through certain section corners of maps and then say "this is the shortest route," etc. But perhaps he does not know that the two railroad routes already outlined to the Nehalem were designed to start from Portland for its benefit, and both routes were actually surveyed by three separate corps of engineers in 1890 and 1891 at a cost of over \$40,000, and every nook and corner of the Nehalem they then examined; that the two routes adopted were cross-sectioned accurately and the quantities of earth and rock to be moved with cuts and fills, bridges and trestles to be made, elevations, curves and grades (the highest being 2 per cent), were definitely ascertained by actual surveys, including mileage, and the highest summit to cross was found to be only 1070 feet above the Union Depot at Portland.

WILLIAM REID.

New Electric Light Schedule.
On and after the 1st of January, 1901, the schedule for electric lights will be as follows:

FIRST BASE.	
1 light, 16 candle power, per month,	\$1.00
2 "	1.50
3 "	2.00
4 "	2.40
5 "	2.80

SECOND BASE.	
1 1/4 100 candle power	3 cents.
2nd 100 candle power	2 1/2 cents.
3rd 100 candle power	2 1/4 cents.
4th 100 candle power	2 1/2 cents.
All over 400 candle power	2 cents.

For installing electric lights the charge will be \$1 for 16 candle and 1.25 for 32 candle.
No discount will be allowed on these rates.
TILLAMOOK ELECTRIC LIGHT CO.

A PLAIN TALK.

With the beginning of a new year, as well as a new century, we should strive to do better in the new year than in the past.

During our four years' business in Tillamook, our trade has been increasing from year to year, our customers are satisfied with the goods they receive and the prices they pay. Our competitors may wonder at our continued success; but we have made our business successful by attending strictly to our own business and allowing others to do the same. We run our own "band wagon," keep the best grade of goods to be had for the money, and sell at as low rates as possible.

But we are going to do even better in the future than in the past. We will sell more for cash, run no long accounts, take country produce at highest market rates in exchange for goods.

The cash customers are the ones we are talking too; we do not want the long winter ones at any price. But we do want them to come in and settle up what they owe us, or we will have something more to say to them.

We shall continue these talks and give you prices that will please you, the premium we give are in the extra quality in goods and one price to all.

J. A. TODD & CO.,

TILLAMOOK, OR.

CLOUGH'S ANTI-RUST

Prevents rust forming on any anti-metallic surface when exposed to all kinds of weather.

This preparation when applied early over the surface of Guns, Saws, Axes and all iron work prevents any darkening of the metal. Comes in a tin.