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RANGES & COOK STOVES
 Have no Superior in any Market.
 FULL LINE OF
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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.
 New this week at Letcher's—Clocks.
 For big bargains go to the Racket Store.
 Metal tips, for ribbons at Mrs. Sturgeon's.
 Mrs. Anna Todd is going out on the steamer Friday.
 Mr. Martin Wallace was in our city on Wednesday from Portland.
 Isaacs & Bromley are selling macintoshes at cost for a limited time only.
 A few pair of boots and shoes at 20 per cent discount at the Racket Store.
 A marriage license was issued on Monday to Benjamin W. Booth and Mina Smith.
 The state legislature passed the bill for a 1 mill tax to pay the outstanding scalp bounty warrants.
 How long will it take to double the population of Tillamook county after a railroad is built?
 Mrs. Myers' musical pupils gave a recital on Wednesday, at which the friends of the pupils were invited.
 The New Century Packing Co. is the name of the salmon cannery Captain Dodge is now operating in this city.
 Fairview grange meets at Ackley's hall at ten o'clock a.m. on Friday, February 8th. A general attendance solicited.
 Rev. C. P. Metzler will preach at Bay City on Sunday morning and at the Presbyterian church in this city in the evening.
 Butcher Barns has hanging up in his meat market the bear which Druggist Clough had in his show window last 4th of July.
 Mr. Benjamin Johnson came in from Holstonville to have a finger amputated Wednesday, the result of having it injured by an ax.
 Mr. W. W. Richagh was in the city on Wednesday circulating a remonstrance to the closing of certain rivers in this county to salmon fishing.
 The case of F. B. Herrington, plaintiff, vs. W. J. Smith, defendant, a suit for money over a contract for work, was continued until March.
 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 Keremans are giving a discount of 10 per cent on their fine assortment. Do not delay in making your selections.
 Just received, on the Nehalem shad, a lot of nice wall paper, window shades, bed lounges, etc. Cheaper freight makes cheaper goods at Thompson's furniture store.
 We will print 1000 letter heads, on fine linen, Badger Bond paper, for \$3.50, and the same number of envelopes at \$3.00. Leave your orders before this stock is used up.
 If all bills passed by the state legislature could be submitted to the supreme court to see whether they are constitutional it might relieve that court some, to wit, the bicycle law tax.
 The fine weather is bringing out the cyclists again, and much to the annoyance of Marshal Clements they are not observing the bicycle ordinance, so it is his intention to "run in" all those who disregard its provisions.
 A temperance lecture was given at the United Brethren church on Wednesday evening by Elder Cady, at which there was a good attendance and some fifty persons signified their intention of belonging to a temperance society.
 The steamer W. H. Harrison will not make any more trips on the coast until

her boiler and engines are repaired. She was loaded with freight at Astoria for Tillamook, but as it was considered unsafe to allow her to proceed, her cargo was unshipped.
 The editor is in a dilemma and would like some marriageable young lady to help him out, for the county school superintendent has asked us to advertise for a wife for him, but as we are a little dubious what George would consider a jewel of a young lady.
 Dr. Wise will take a trip to the south part of the county next week, and will be at Beaver, Monday, Feb. 4th, and at Woods, Wednesday, the 6th. People in that vicinity in need of any dental work can have it attended to by calling on the Dr. at either place on dates mentioned.
 The gentlemen belonging to the Acme Club tendered the ladies a banquet last Thursday evening, which was served in the Palace hotel. These was a good attendance of members, the supper was nicely served and everything passed off nicely and to the satisfaction of all those who participated.
 John Marshall day will be observed in the public school of this city on Monday afternoon, at 2:30, when the school will be divided and Mr. W. H. Cooper will address one part and Mr. T. B. Handley the other part on the life of the distinguished jurist. Patrons of the school are invited to be present.
 Mr. W. S. Cone, of Bay City, who is acquainted with the lay of the country, says that a railroad from Forest Grove to Tillamook City would be 56 miles. The elevation is eleven hundred feet, and by tunneling he feels convinced that this can be reduced to six hundred feet. He favors the Wilson river route.
 Mr. George Irwin was granted full citizenship papers on Saturday by Judge Sappington, and he is the first "bloomin' Englishman in this county to renounce allegiance to Edward VII., king of Great Britain and emperor of India, not that any of us had a voice in the matter what country or what month we should be born in.
 The steamer Sue H. Elmore came in on Tuesday from Astoria. It is now about five weeks since she brought freight to this city, her last trip being before Christmas, consequently the city came near becoming a "dry town" for the want of beer. Merchants were running short of stock, and they were out of flour, coal oil and numerous other things.
 Barns' Meat Market continues to do a thriving business, selling nothing but prime meats and giving good satisfaction to all those who trade there, especially the ladies, who like nice, tender meats. If you have not traded with Barns you should do so. He pays the highest cash price for meats and hides. L. N. Barns, the new meat market, opposite Clough's drug store.
 The tug Geo. R. Vosberg and barge, which left last week for San Francisco, arrived there on Sunday, making quick time for her maiden trip. As freight has been tied up again at Astoria for several weeks, some of the business men ordered goods from San Francisco, and before the vessels left here two hundred tons of freight was secured for them for their return trip.
 Governor Geer appointed T. A. Wood, of Portland; Jason Wheeler, of Albany; H. D. Mount, of Silverton; G. W. Riddle, of Azalia; W. D. Stillwell, of Tillamook; O. Summers, of Portland; and J. C. Cooper, of McMinnville, as delegates from Oregon to present to the United States congress the cause of the Indian War veterans of the North Pacific Coast, as authorized by the act of the legislature of January 23, 1901. The purpose is to have the Indian War veterans placed on

an equality with the veterans of the Black Hawk War in the matter of pensions.
 We are afraid that by rushing into print again Captain J. J. Dawson, the weather prophet, may hoodoo the fine weather we have been having, but this is his prediction for the next few months: February, showery; March, stormy; April, forepart dry, latter part rainy; May will be a cold wet month generally if the wind is south west; June, July and August shows well for hot dry weather, with an occasional thunder storm.
 It will not surprise people very much to know that the bicycle tax is declared unconstitutional by the supreme court. Being one of the measures railroaded through the state legislature by the influence of cycle clubs in counties like Multnomah, they played a "heads I win and tails you lose" game, and by doing that succeeded in accomplishing their object, that of getting a number of bicycle paths constructed at the taxpayers' expense. As the tax money already collected will have to be refunded, the taxpayers where they have been constructed can whistle, pay the fiddler and charge it up to the account of the professional politicians.
 There is no change in the senatorial fight, for the Portland ring and the opposition to the same still hold their forces together. And one appears to be just as uncompromising as the other. Corbett men say they are first, last and all the time for that gentleman, and if that is so we suppose they will cause a deadlock rather than elect anyone else. In that event there is nothing to do but for the opposition to join forces and elect a compromise candidate. Every legislator who is supporting Corbett must be aware they are voting directly opposite to the sentiment of their constituents.
 Up to the time of going to press no bill had been introduced in the state legislature to divide the county. It is stated that Senator W. Tyler Smith was going to father the bill, but we cannot believe that he would be so indiscreet as to champion the cause of so few people, the leaders of whom are said to be chronic kickers. However, we can rely upon Representative Eddy making things interesting if an attempt is made to divide the county, and as Senator Smith was elected to look after our interests as well, we think he is too much of a gentleman to go back on this county in that manner and against the protests of the best citizens.
 The prospects for Tillamook securing railroad connections never looked so bright as we find the outlook today. As to which route will be selected it is hard to tell, unless the different railroads can adjust their interests. If not, then it may be a rush to see which can tap the county first, and in that case the roads at Seaside and the one building from Goble would have the advantage in the race over the Portland company just formed to build an independent railroad from that city. But, as we have stated before, the people of Tillamook county would prefer the latter road because it would be more direct and bring them into closer touch with the markets of Portland. From all indications, if Tillamook is really going to have a railroad, it will be pushed through with very little delay. Let her come, then.
 We have several times twitted Astoria for ignoring Tillamook as a leader to that city, and ridiculed the idea of building a railroad to "buck" river boats. Now the Oregonian chimes in: "The railroad to Nehalem, which will be built by Portland capital, will make Astoria tune up its dolorous common point again. What shall be the greatness of that city when it lets another steal its opportunities? The greatness of Astoria was prospective development of Tillamook and Nehalem

trade. It could have had that territory for the energy." But Tillamook county was too small a fish for Astoria when it thought by building a railroad down the Columbia it could capture the commerce of the city of Portland as easy as falling off a log. Astoria has not captured the big fish and is about to loose the little one as well. As long as a boycott spirit pervades that town, but very few people will have much sympathy with it.
 The business and property interests of Tillamook city will require careful attention now that a railroad is almost assured, for there is no telling where it might make its terminus, which might eventually prove detrimental to this city. A railroad is bound to interest a lot of town boomers who speculate in real estate and buy up desirable locations for town sites. Tillamook City is admirably situated and should remain the metropolis of the county. As, however, a railroad somewhat revolutionizes affairs for a time the people of this city cannot afford to sit idle, take chances, or become indifferent as to what is transpiring, for they will rue the day if they do. We consider this an opportune time to call attention to this matter so that some course of action may be devised to look after the city's interests, and if ever united effort and broad-minded enterprise were ever needed, it will be required from now on. With these few timely remarks we leave the matter with the citizens.

Representative B. L. Eddy has introduced five bills in the legislature, one of which define the location of natural oyster beds in Netarts Bay, in this county, and sets apart a portion of the bay for artificial plantation of oysters. The bill is short and reads as follows: "That portion of Netarts bay, in Tillamook County, Oregon, lying south of the quarter section line running east and west through the center of section 19, in township 2 south of range 10 west of the Willamette meridian, is hereby designated and set apart for artificial plantation of oysters, and the sizes of such artificial plantations shall be as fixed by the local regulations of any oystermen's association now existing or hereafter to be formed on said bay, not exceeding two acres in any one plantation, and every person holding a claim for the cultivation of oysters on said bay shall in all respects comply with the local regulations applicable thereto; provided, however, that no person, firm, corporation or association, shall be entitled to locate more than one such claim."

Now that railroad is the chief topic of conversation in this county there is one thing which should not be lost sight of, and that is, What is Tillamook county and city going to do if a large bonus and a right of way is demanded? We do not say that this will be so, but such a move may be made. Most of us are well acquainted with the circumstances which made the people in Clatsop county "pony up" to the railroad, and it is amusing to see that a fight is now to be made over the "plunder," for George Wm. Moore and George Whitman Moore, of Detroit, Mich., have filed a suit in equity in the United States Circuit Court against A. B. Hammond, president of the Astoria & Columbia River Railroad; John C. Stanton, of the Astoria Company, for the recovery of an interest in certain lands which Mr. Hammond and the company received as subsidy and bonus for the building of the Astoria & Columbia River Railroad from Astoria to Goble. The complainants aver that, according to their best knowledge, the value of the land and bonuses is \$1,000,000, of which they should have received a share, under a contract they had with the defendants before the road was constructed. This should be an eye-opener for the people of Tillamook county, and if they have to make such sacrifices as the people of Astoria and Clatsop county did to secure a railroad, why, it would be better not to have one and depend upon the improvement of the bar for relief. The construction of a railroad into Tillamook county should be taken up as a business proposition, and if the resources of the county are sufficient to make it a profitable investment, there is one thing sure if there is not subsidies and bonuses will never do so, for the reason that the people of this county are not willing to deprive themselves so that other people can get rich by a little scheming and leg pulling.

THE NEHALEM ROAD.
Articles Signed and Filed—Work to Go Forward at Once.
 Articles incorporating the Portland, Nehalem & Tillamook Railway Company were executed in triplicate yesterday, and filed with the County Clerk of Multnomah County and the Secretary of State. The articles were signed by the following 14 incorporators:
 Geo. T. Myers, F. E. Beach,
 John McCracken, H. W. Scott,
 C. F. Pearson, William Fiedner,
 John Stewart, William Reidt,
 H. C. Campbell, H. L. Pittock,
 John F. O'Shea, John Welch,
 Ernest Barton, Donald Mackay.
 The capital stock authorized is \$1,000,000, divided into 40,000 shares of \$25 each, and divided into two classes, preferred and common. Portland is made the headquarters of the company, and authority is taken to build a railroad between Portland and Nehalem Bay and Tillamook Bay. The corporation is to have power to build and operate barges, to buy, develop and operate coal mines, and do various things usually done by similar transportation corporations. It is permitted to build connection with the O. R. & N., Northern Pacific or Southern Pacific. The duration of the company is perpetual.
 The company will organize by the election of a board of directors and executive officers in a few days and get promptly at work in the field.

ANOTHER NEHALEM LINE.
Declared Object of the Road Building from Goble.
 It is now declared that the purpose of the Goble, Nehalem & Pacific Railroad, which has been understood to be a logging road, to tap a valuable timber district, of Columbia County, is to cross the divide into the Nehalem Valley and pass around the northern rim of the valley to Nehalem and Tillamook Bays. It is said that a trackage arrangement with the Northern Pacific has been settled whereby the new line will get into Portland, and that it will be a Portland road to all intents and purposes. President E. Canon, of the Goble, Nehalem & Pacific, yesterday gave out the following statement:
 "Our company is composed of local young business men. We have not asked for financial aid, and are building the road with local capital. All we want is the moral backing of the community we will serve. We will have the line through to Tillamook Bay this year some time, and it will tap the rich timber and coal lands of that region.
 "We already have five miles completed and in operation. The road leaves the Northern Pacific track about 1 1/2 miles this side of Goble, and we have traffic arrangements with that company as favorable as though we had built clear through from Portland. The substantial character of our work is shown by the fact that the road is standard in every respect, 56-pound steel having been used and heavy bridge materials. The grades do not exceed 2 per cent anywhere on the line. The route was only selected after the most careful surveys, and the public need have no fear but that it will be well served.
 "The road will cost about \$15,000 per mile to construct and equip, and will be operated by experienced traffic men. We hope to have through trains running into Portland before the end of another 12 months. We believe the business is there to support the road. This road has really been under construction for a year past, though little noise was made about it. I am a little surprised, however, that the public has just awakened to the fact that a railroad is needed into the Nehalem."

Real Estate Transfers.
 D. T. Edmunds, et ux, to Amanda L. Donaldson, various tracts of land.
 Cordelia and D. T. Edmunds to Amanda L. Donaldson, various tracts of land.
 John E. Wakeman to J. W. Cochran, W 1/2 of Ne 1/4 and W 1/2 of Se 1/4, sec. 27, tp. 3 N, R. 67.
 John M. Tresewriter to N. J. Dye, Ne 1/4 of Nw 1/4, Nw 1/4 of Ne 1/4 of sec. 28, tp. 3 S, R. 9 W.
 John Carlson to H. A. Kinnaman, bond for deed.
 John B. Paquet, et ux, C. E. Hadley, W

1/2 of Ne 1/4 and N 1/2 of Nw 1/4 of sec. 33, tp. 2 N, R. 7 W.
 H. B. Johnson to Claude Thayer, W 1/2 of Ne 1/4, sec. 20 and W 1/2 of Se 1/4 of sec. 17, tp. 2 N, R. 7 W.
 W. R. Goodspeed, et ux, to L. F. Howley, lot 8 of block 3 of Bar View add, to Bay City.
 Amanda L. Donaldson to D. T. Edmunds, all of lots 1, 2, 3 and 6 of sec. 2, tp. 2 S, R. 9 W.
 Eli Goodspeed to C. B. Wiley, lots 4, 5 and 6, sec. 7, and lots 1 and 2 of sec. 18, tp. 2 S, R. 10 W.

Notice.
 All persons knowing themselves indebted to me are requested to call in and settle their accounts before the 1st of February, 1901. Interest will be charged on all overdue accounts.
 NELS THOMPSON.

Land for Sale.
 Five acres of land, 200 yards from city, for sale if called for before the 1st March, as I must have money by that time. Will not be sold if not sold by March 1st. Road on three sides of it. Orchard, 6 1/2 years' old, and shade trees. The best building spot in the county. Call on A. Letcher if you want a bargain. Sure to double itself when Railroad comes.

Since the kerogene noise at Leavenworth, Kansas has not pointed the finger of scorn at Colorado.
 Jack the Gripper is giving the doctors the liveliest run of the season for their money. The doctors are not kicking. It's the other fellows.
 A bachelor legislator in Michigan proposes a law taxing bachelors over 30 at the rate of \$5 a year. Mighty small premium on liberty.
 The Filipinos dropped another printing press in their hasty flight in northern Luzon. This is one of the few occasions in which the press got left.



GROCERIES.

While calling your attention to the fact that we have a complete stock of CLOTHING, HATS, SHOES, FURNISHING GOODS, MACKINTOSHES, &c.,
 We want you to learn to turn regularly to this part of the paper to read the list of our bargains in GROCERIES. Here are a few items for cash:
 Choice Table Peaches, 2 1/2 cans, 15 cts.
 Choice Table Apricots, 2 1/2 cans, 15 cts.
 Choice Table Pears, 2 1/2 cans, 15c.
 Choice Pie Peaches, 2 1/2 cans, 10c.
 Choice Pie Apricots, 2 1/2 cans, 10c.
 Choice Pie Pears, 2 1/2 cans, 10c.
 Standard Epicurean Tomatoes, 2 1/2 cans, 3 cans 25 cts.
 Gilman's Canned Corn, per can, 10 cts.
 Boston Baked Beans, 3lb. cans, 15 cts.
 2lb. Jellies and Jams, 15 cts.
 Other Groceries in Proportion, Strictly Cash.
J. A. TODD & CO.

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 surfaces of Guns, Saws, Axes and all kind of tools prevents any darkening of the surface or rust formation. Comes in two sizes, 25c. and 50c. a box.

CHARLES I. CLOUGH,
 THE RELIABLE DRUGGIST,
 TILLAMOOK, OREGON.