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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.

BUILDING RAILROADS TO TILLAMOOK ON WIND.

A Few \$25 Shares is all the Financial Backing Portland gives the Proposed Road.

Railroad rumors, railroad gossip, railroad procrastination, or whatever it may be called, continues to furnish food for discussion in Tillamook county, and many and varied are the ideas expressed, some favoring one company and others different routes. That a direct railroad from Portland meets with most favor is plainly seen, and for that reason the Portland, Tillamook & Nehalem Company is preferable to the people at the present time. Whether that will remain so depends upon circumstances, for if the financial backing which is expected to be secured from the East fails to materialize, it is not very probable that the capitalists and merchants of Portland will finance the Portland, Tillamook & Nehalem Company, for they have shown no disposition to do so up to the present time, not even Mr. H. W. Corbett, who is reputed to be the financial genius of that city. Back of this company is William Reid, better known as Dundee Reid, and it is reported by some railroad men in Portland who keep well posted as to what is going on, that back of this proposition is "Wind! So if you people have been expecting this road to go through you will be sadly disappointed, as no Eastern capitalist will risk his money on one of Reid's projects." This is a somewhat startling statement to make in the face of the boosting this company has received at the hands of the Oregonian and the Headlight as well. As railroads and railroad men are somewhat antagonistic to one another—this is second nature with them—it appears as though the whole railroad situation is based on very flimsy foundation, conditional upon getting financial backing from the East upon probable earnings of the road and the surveyors' reports. From all appearance railroad prospects in Tillamook was brighter ten years ago than they are today. It appears that a number of years ago Mr. Reid had a survey made from Forest Grove or somewhere on the West Side, and the word has been passed round that he is trying to revive it for the purpose of getting Eastern people to pay him for it. He managed to get George T. Myers to circulate a petition among the business men of Portland, asking them to subscribe for one share of stock (\$25) to show that they favored a railroad. A number of business men signed, not knowing who was back of it. Reid had their names published as stockholders without their consent for the purpose of showing Eastern capital who were backing the enterprise. If we are correctly informed a number of these subscribers have intimated that they will not put up a cent, notwithstanding they favor a railroad into Tillamook county.

This is not a very rosy picture to draw when everybody is on the qui vive for information, but it is better for the truth to be told now and the facts brought out. If the above is incorrect, then let Mr. Reid or the company deny it, seeing that these reports have never been contradicted. Another thing, if a few \$25 shares is all the financial backing that the Portland merchants, capitalists and millionaires with senatorial bees in their bonnet is giving the Portland, Tillamook & Nehalem company, then may the devil take pity on Tillamook and let us continue to look to the deep blue sea for relief.

The people in Tillamook have put more reliance in the Portland proposition than in the other railroad schemes, because it was claimed to be a shorter route. In the event of the Portland scheme falling through, there is the Goble, Nehalem & Pacific Railway to fall back up, but like the Portland concern, it needs "dough" before the plans can materialize. Five miles of this road is built and equipped, and surveyors are now pushing through the Nehalem country and headed for Tillamook City. We understand that the name of this company is to be changed to the Portland, Nehalem & Pacific Railway, and that Tillamook City will be the terminus. This road taps the Northern Pacific one and half miles south of Goble, and it has fourteen hundred feet of river front on the Columbia, consequently can-

not be "bottled up" by the Northern Pacific, as would be the case with a road tapping the Southern Pacific west side that did not have the river to enforce traffic arrangements. The road has 56 pound steel rails, a 40-ton locomotive and flat cars for hauling logs, etc., and it is claimed that it will be a paying proposition from the start. The company has asked for no assistance, not even a \$25 bogus share, from the Portland people, but will endeavor to float bonds and build the road to Tillamook City at an estimated cost of \$1,500,000. As the report is gone forth that this road is for the express purpose of hauling logs out of the country to be manufactured on the Columbia on at Portland, confronts us with a problem which the HEADLIGHT is diametrically opposed to—that of hauling out our resources in that way to be manufactured elsewhere. We contend, and have a right to contend in behalf of Tillamook county, that the lumber should be manufactured here, and if President Ed. Cannon is the hustler and the wide-awake fellow that he is reported to be, he should let it be distinctly understood that he is going to foster home industries and home manufactures in Tillamook and secure shipping rates whereby it will pay lumbermen to invest in saw mills and operate them at a profit. This is of vital importance from a commercial point of view, for we want to see the county dotted with industries and not denuded of resources for other localities to reap the benefit of. If the Goble road wants the moral support of the Tillamook people, then it must pursue the business policy we have already indicated, so let us hear from the projectors what they are going to do about it? It is also stated if bonds can be floated the Goble road will be built to Tillamook City inside of one year, which we think is a somewhat rash statement to make on account of the preliminary arrangements not having matured. As time will tell which company is procrastinating, we anxiously await further developments.

The following, taken from the Oregon Mist, of February 1, published at St. Helens, is of interest, as showing that the Nehalem railroad project is not so new an enterprise as the general public may suspect:

"President Cannon, of the Goble & Nehalem Railroad, remarks that he is a little surprised that the public has just awakened to the fact that a railroad is needed in the Nehalem. We share President Cannon's surprise, for it is, indeed, a cause for surprise that a district possessing the resources which Nehalem has, and being so close a neighbor to the metropolis of the state, should be so criminally neglected. To President Cannon and his associates is due more credit for the present interest which is being taken in the Nehalem country than appears on the surface. It was not until the Goble enterprise became an assured fact, that Astoria and Portland realized how greatly their commercial interests were being jeopardized, and even then Astoria did nothing, because Astorians have neither the ability nor inclination to do anything, and the most Portland can do is to appeal to New York to send a promoter out here with a million dollars to build a road that will counteract the influence of President Cannon's enterprise.

"The capitalists and business men of Portland have at last come to a realization of the fact that that portion of the state lying between the Columbia and Willamette Rivers and the sea is one of the richest in natural resources within the state boundaries, and that if Portland is to get the benefit of the valuable commerce which is being rapidly developed in this section, her citizens must get a hustle on themselves and build a few railroads into this rich but neglected country. The importance of aiding and encouraging the development of Western Oregon has been urged upon Portland for several years, but it was not until there was a strong probability of the traffic of this section being diverted to other points that Portland's lethargic spell was broken and the necessity for immediate action forced upon her citizens. The building of the Goble & Nehalem railway, which is now an assured fact, was the first serious menace to Portland's business interests, because it will divert a large amount of traffic to the Columbia River at a point too far from Portland to suit that

city's idens of the fitness of things respecting her tributary commerce. And then, after awakening to the magnitude of this new danger Portland was forced to enlist the aid of Eastern capital in order to combat it by building, or rather proposing to build, a railroad from Portland to Nehalem and Tillamook Bays. It costs only one million dollars to build the proposed new road, yet New York capitalists were called clear across the continent to promote, engineer and back the deal, and it is only at the strongest representations of the New Yorkers that a few of Portland's most representative people were induced to give a little support to the enterprise and they could be prevailed upon to do so then only by a promise of getting preferred stock for their investment. As an apology for allowing outside capital to come in and do what Portland people should do unassisted, they assert that one million dollars is more than they can afford to draw out of the legitimate channels of trade, and this, too, in the face of the statement that one of the local subscribers is alone amply able to build and equip the road. That Portland will derive great benefit from this enterprise is patent to all, but that the profits it will earn should be allowed to go out of the country is not clearly understood, nor is it at all clear why the city having the wealth which Portland is able to command should require financial aid in prosecuting a small local enterprise."

For Sale.

Stock of General merchandise and business of the late Geo. W. Fearnside, at Nehalem, Tillamook Co., Oregon. For particulars address E. M. Philebaum, administrator, P. O. Drawer 50, Portland, Oregon.

Harness For Sale.

From this date I will sell all factory harness at cost.

If I haven't what you want in stock I will order it for you.

You will save from 3 to \$8 on a set of single harness. ED. WALKER.

The supreme court, in the case of Otto Johnson, respondent, vs. James F. Tomlinson, appellant, on Thursday ordered on motion that respondents' time to serve and file a reply brief be further extended to March 1.

Overstocked.

We have just finished invoicing, and find we are overstocked in many lines.

We find that we can do business on a cash basis on a much smaller stock than it requires to do a credit business. We will make reductions all along the line for the next 60 days.

We want to close out our stock of Mackintoshes and Rubber Goods, and will sell them at a reduction of 10 to 20 per cent. See us for further reductions.

\$150.00 in presents given away June 1st, 1901.

Call and get further particulars.

J. A. TODD & CO.

TILLAMOOK JOTTINGS.

Dr. Wise, resident dentist.
 Feed of all kinds, at Todd's.
 Three cans of Tomatoes, 25 cts., at Todd's.
 20 cents buys pint bottle of Catsup, at Todd's.
 Choice Table Fruit, 15 cts. per can, at Todd's.
 Arbuckle and Lion Coffees, 12 1/2 cts. lb., at Todd's.
 Isaacs & Bromley are selling macintoshes at cost.
 A fine assortment of candies at the Racket Store.
 Mr. Alex Anderson was in from Nehalem on Tuesday.
 Mr. G. M. Cobb was in city from Nehalem this week.
 Fine Burbank potatoes, 60 cts. per bushel, at Todd's.
 Mr. George Edmunds went out Tuesday on a business trip.
 Full line of Columbian Medicines at Sturgeon's Drug Store.
 Mr. Howard Edmunds left on the stage Monday for California.
 C. A. Bailey is putting in a glass front to his implement warehouse.
 Try Sturgeon's White Fine Cough Medicine. Warranted to give satisfaction.
 Representative B. L. Eddy is expected to return to this city from Salem on Sunday.
 Each dollar's purchase, at Todd's, entitles you to one chance in their \$150.00 drawing.
 Mr. and Mrs. Bert King went out to Sandlake on Monday to visit their relatives there.
 A few pair of boots and shoes left, which we are selling at reduced rates.—Racket Store.
 Make your purchases at the Racket Store and save money, "for a penny saved is a penny made."
 Rev. C. P. Metzler will preach both morning and evening next Sunday in the Presbyterian church.
 Mrs. Sturgeon will take orders for tailor-made suits or cloths by the yard. Spring styles on display.
 The bill introduced by Senator Simon, and which is found on another page, to bridge the Nehalem river passed the U. S. Senate.
 The senate committee on the river and harbors bill has cut down the appropriation for Tillamook from \$27,000 to \$20,250.
 The bill introduced by Representative B. L. Eddy, defining location of natural oyster beds in Netarts bay, passed the house on Friday.
 By the look of things it impresses one as though it is "After the Boom!" if the present stagnation in business is any criterion to go by.
 Messrs. L. Olsen and B. O. Snuffer have bought the five acres of land which Mr. A. Letcher offered for sale on the corner of his place for \$550.
 Try a pair of Veatch's hand made shoes, they are just boss. Genuine alligator and any French material used if desired. Prices very reasonable.
 The Kelchis bridge between this city and Bay City was washed out Friday night and the commissioners are making arrangements to have it replaced.
 A number of the young people gave a surprise party on Friday evening to Miss Kate Plank at the home of Mrs. Drew, when they all had a pleasant time.
 One of the three meat markets, that of J. F. Jenkins, died a natural death last Monday for the want of patronage, and

the wise acres for once proved to be correct.
 The Yellow Fir Lumber Company has ordered a new planer from San Francisco which will be brought from there by the schooner C. H. Wheeler on her return to this city.
 If the ladies of Tillamook will call at my place they can see a sample of the latest style of bracelet just received from the east. I am sole agent for the same.—A. LETCHER, Tillamook, Ore.
 Tillamook City was a "dry town" on Sunday as far as shaving was concerned, it being impossible to get into the barber shops even by the "side door" to get into a "scrape" with the barber or the law.
 Now that the "poster man" is round plastering up the city, would it not be a good plan so as to stop the levity of those gentlemen to impose a license upon them for the privilege of disfiguring the city?
 Some people, who have faith still in Bay City, think it preposterous to even imagine that a railroad will extend further south than that city. If that is so, then by the time the next state legislature meets it will make a fight for the county seat to be removed there. Perhaps.
 The city council met on Monday evening to take up the ordinance vetoed by Mayor Wiley in regard to the electric light contract. Mr. F. R. Beals was present and asked the council what it proposed doing in regard to putting in cross walks to the sidewalk which is being constructed on Third street. The matter was referred to streets and public property committee.
 At a meeting of the Tillamook Creamery Company on Saturday, the following directors were re-elected: Messrs. M. W. Harrison, D. Fitzpatrick and L. G. Freeman. A dividend of 10 per cent was allowed to the stockholders, and there being about \$500 on hand after paying all expenses of the company, the stockholders decided to divide that amount amongst the patrons of the creamery.
 It seems as though the last issue of the Headlight on reaching Bay City caused quite a stir in that place, for the people were unaware that a petition had been sent to Representative Eddy praying the state legislature to quash the city charter, which made the Bay Cityites get a hustle on to remonstrance against such a proceeding. Up to the time of going to press we had not received a copy of the petition in answer to our request.
 The tug Geo. R. Vosburg returned to this city on Tuesday from Nehalem. She was unable to reach Astoria to have her boilers covered an account of a rough bar. She towed the schooner C. H. Wheeler, which had been loading lumber at the Tillamook mill to the Davies' mill to complete loading. When she left this city she was drawing seven feet of water and had on board over 300,000 feet of spruce, and no difficulty was experienced in towing her down Hoquarton slough. When all the lumber is on board she will have nearly 600,000 feet of spruce. The tug and schooner leaves this evening.
 If Mr. J. A. Taft can manage to load a number of lumber schooners in this city, he will increase the commerce to such an extent that it will justify more money being expended to improve the port. As Tillamook City has natural advantages it can be made quite a shipping port, and now that the slough has been improved, we hope every advantage will be made of it to increase the commerce of the port, and for that reason Mr. Taft should receive all the encouragement and patronage possible, for a close watch will be kept on the exports and imports the next few years, for this will determine what amount of improvements will be made in the future.

Let's Be Business Wise.

Booming real estate has a tendency to give small towns a mushroom growth, to be followed by the bottom dropping out of the real estate and the town as well. A real estate boom will never make Tillamook a permanent city, and the only thing that will, after considerable of the trade is cut off here by the advent of a railroad, is the introduction of manufacturing industries within or in close proximity to the city. That will put value in real estate and will keep it there, and, besides, will furnish a weekly pay roll and the city and commerce will grow as the industries grow. It will require push, energy and united effort to bring this about. But what are we going to do about it? All being conservative business men in this city, it is not to their interest to create a boom on a combination of jaw bone and wind, and those who want to injure the city and the business interests are those who are talking boom, when, in point of fact, there is nothing to boom until the city can get industries, as we have already indicated. A railroad will change conditions considerably, but even at the present time there is no actual assurance that Tillamook City will have a railroad terminus. As we are not looking for a favorable opportunity to sell out, but expect to remain here for years to advocate what we think is for the best interest of the city and county, we say right here, avoid all pretense at booming the city, for it is suicidal from a permanent business stand point to do so, and the person who attempts it should be put on a rail and dumped off at Bay City, there to behold the wreck of a city which was boomed on jaw bone and wind. As that desolate, dilapidated city is the result of boom times, Tillamook City will deserve the same fate if she tries the booming experiment—and great will be the fall.

To Lighten the Darkness.

As we have advocated that the residence portion of the city be provided with electric lights, and in spite of the fact that the ordinance passed by the city council has been vetoed, we still hope that the objectionable clauses will be eliminated, and a contract entered into which will meet with the approval of the citizens and the electric light company as well. We are all deeply interested in the city, and want to see as many improvements as is consistent with the finances. That the ordinance passed by the city council is not approved by the citizens is plainly to be seen, although they raise no objections to having the residence portion lighted with electricity. We all admit that the electric light plant is a laudable enterprise and an improvement to the city, and the city should patronize it to a certain extent, being as liberal with the company as possible, for it has been furnishing lights at a loss for quite a time. Personally we do not think it a wise policy for the city to enter into a contract extending over a number of years, but here we are met with the objection that lights will cost more in future years if a contract of that character is not entered into. If that is the case then the city should not ask the electric light company to furnish lights at less than cost, for that will not ensure good service. As this appears to be the bone of contention, surely there should be no difficulty in the way of an amicable understanding being arrived at, and one in which the citizens will heartily coincide. As Councilmen Cary and Mason's ideas appear to meet with approval, that of making a contract for one year, with the option of extending it over ten years, we leave this to the consideration of the electric light company and the city council as a fair business proposition, and one in which they would not deviate from in making a like contract for their own business houses.

Delicate Skins

Which are easily roughened and irritated by exposure to extremes of weather, become velvety and smooth after using

Clough's Almond Toilet Creme

An exquisite preparation for Chapped Hands, Face, Lips, etc. It is nicely perfumed and contains no oily or sticky substances. Gloves can be worn immediately after using. 25c. per bottle.

CHARLES I. CLOUGH,

THE RELIABLE DRUGGIST,

TILLAMOOK, OREGON.