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WANTS TO SELL OUT.

The Portland, Nehalem & Tillamook Railroad.

(From the Oregonian).

William Reid, secretary of the Portland, Nehalem & Tillamook Railway Company, sees danger ahead for Portland unless the transcontinental railroad interests represented by Harriman, Hill and Morgan can be induced to pool their interests in the Nehalem country. If they build separate lines into Nehalem and Tillamook they will divert the traffic from Portland. Mr. Reid says the business men of Portland should protect their interests by urging the transcontinental lines to take up the Nehalem project as a basis that would be satisfactory to the metropolis. If that effort fails, Portland should build the Nehalem railroad and thus safeguard its rights in a rich territory which is tributary to it. To a reporter Mr. Reid said yesterday: "The recent fights between the money interests which control the Union Pacific and Southern Pacific under one executive head in E. H. Harriman, and the other, the Northern Pacific and Great Northern, under control of J. Pierpont Morgan, betokens no good to Portland if continued. It teaches the lesson that not until one of the systems enters a new territory does the other take action. So will it be very soon here. Whenever the Northern Pacific insists on building and actively commences to construct its Scappoose-Nehalem line, the Union-Southern combination will step in, not by building a line direct from Portland to Nehalem, because not 40 days ago it had that opportunity offered it by simply guaranteeing the Portland, Nehalem & Tillamook Railway Company that it would, within the next two years, build over their route and surveys direct into this city on a 1 per cent grade. Mr. Harriman declined. Why? I can plainly see the reason now—to follow the plan C. P. Huntington finished before his death, but was unable to consummate it. When Mr. Huntington refused me connections or trackage into Portland 10 months ago, he then said in his letter that the Southern Pacific would build this Summer (1901) a short branch line from Sheridan to Tillamook City, which I surveyed 15 years ago on a 1 per cent grade. That line, he said, would not only be extended into the Nehalem, but carried to Astoria, and would serve, he said, all the purposes of Portland's getting lumber from that territory via Sheridan.

"So long as the Northern Pacific does not build its Scappoose-Nehalem branch, the Union-Southern combination will keep its hands off, but never will allow the Northern Pacific to control alone all of the vast Nehalem territory. If the Union-Southern will not take the Portland-Nehalem direct railway and short-cut into Nehalem, as we offered it, without paying anything, it is clear to me that it intends to kill two birds with one stone—namely, extend that short branch from Sheridan to Tillamook and Nehalem, secure that local traffic away from the Northern Pacific, and also build on to the north bank of Young's Bay, and Astoria—a level grade—and thus cut off Hammond's road from ever doing them any harm whatever at Astoria, and still possess a twofold terminus to the Southern and Union Pacific combination, namely, at Portland and at Astoria. With what results to Portland? That the city shall receive all her lumber and produce via Sheridan, the latter being distant 67 miles now by rail over the West Side O. & C. to the Union Depot—round Robin Hood's barn, of course, as Huntington intended, but nevertheless not so long a route as to Astoria and thereafter over Hammond's line to Portland. What lumber is destined for Union Pacific points over the O. R. & N. Co.'s line will be delivered to the latter at the Union Depot over the West Side road from Sheridan, and what freight goes to California from Astoria, Nehalem and Tillamook will go south via the Corvallis—Albany route and a direct train go daily from Albany to Astoria and vice versa via Sheridan. I am no prophet nor the son of a prophet, and, while Portland capitalists and moneyed men and heavy property-owners may all say 'Wolf, wolf, there is no wolf coming,' yet the wolf will be there, and this plan consummated within three years—mark my words—unless we do something immediately.

"How is this to be avoided and Portland secure the Nehalem country? I hold in one of three ways: First—Before this fight comes and before the Northern Pacific builds its Scappoose-Nehalem branch, which President Mellen says will be commenced this Summer or Fall, in a letter he has directed to me, let the Portland people meet, appoint a committee to wait upon the three transcontinental lines, and say that they, the Portland moneyed men, will build these first 43 miles from near Linnton to summit Cascade range at the estimated cost of \$650,000, in first mortgage bonds, for the Northern, Southern and Union Pacific to own and acquire a permanent joint ownership in same—one third to each company—operating it in the name of Portland, Nehalem & Tillamook Railway Company, and in exchange therefor they to supply their own rolling stock and give to the Portland moneyed men taking these \$650,000 bonds their joint and several obligations, guaranteeing principal and interest, \$32,500 per year, on these bonds to the Portland owners.

Second—Lease to the three transcontinental lines these 43 miles jointly, for 99 years or less, at an annual rent as permitted by the Oregon railway corporations act, passed in 1887. If this second proposition is chosen, Portland people need not furnish the money on bonds for \$650,000, as we know already an Eastern syndicate which will guarantee to supply that money on a lease.

Third—If the three transcontinental lines express to the Portland committee, which is here proposed to wait upon them, that they would wish no bonds or other indebtedness over the Portland-Nehalem line, then let each company contribute \$250,000, or \$750,000 in all, which would include rolling stock, and become joint owners and managers of that line, just as these three companies now propose to own and operate the Burlington system—one third interest to each. To Portland either mode is an enormous gain, securing perpetually all the Nehalem and Tillamook traffic passing directly through this city for redistribution, and enhancing the value of City of Portland property permanently.

"If the three transcontinental lines cannot be got to agree to this own the Portland-Nehalem line, and insist on carrying through their individual plans separately for the Nehalem country and Tillamook, as I have indicated above, then there is no other course left for the Portland people than to protect this city's interests and complete the 43 miles from near Linnton to the Coast Range summit, the shortest route, for \$650,000 in bonds this Summer, and thus perpetually secure to Portland the traffic of that region beyond any preadventure and profits of the stock. I have no financial or other property interests in Portland, and therefore speak disinterestedly in her people's interests."

Republicans Still at Loggerheads.

From present indications there is going to be another sharp tussle with the political war horses for supremacy in the next senatorial fight in this state. Senator Joseph Simon and Messrs. Sol Hirsch and C. W. Fulton are pronounced candidates, with probably ex-Senator H. W. Corbett still hopeful of securing the toga, to say nothing of a score or more who have the senatorial bee in their bonnets. From this we infer that the republican party is likely to be split up again, with a keen factional fight in Portland, which, no doubt, all sections of the state will be induced to participate in to some extent if it is allowed to extend beyond the limits of that "boss" and "ring rule" city. It is to be regretted that another faction fight is possible, for it is bad policy for one half of a party to be continually arrayed against the other, or vice versa, but it is the leaders who are at fault, and who allow their personal antipathy and petty personal jealousies to predominate. Sooner this can be eliminated from the republican party in Oregon the better, for republicans are getting tired of this system of controlling the party. No doubt each faction will have their wire pullers in every county trying to work up a sentiment for or against each faction, but we hope they will meet with a cold reception and be given to understand that this long drawn out political scrimmage where the tail wags the dog must not figure again in the republican party.

Oregon, but if it should, then some of the leading participants should be placed in political oblivion.

NEHALEM.

The tug and barge sailed for San Francisco Thursday.

Chas. Eason, who has been quite ill and under the care of Dr. Smith, is better.

Francis Croner who runs the engine in Chisholms camp, was quite badly hurt last week. While pulling at an angle the cable flew across the engine, breaking a lever and throwing it square in his face. Dr. Smith sewed up the wounds, and he is at work again.

Mr. and Mrs. John Gerritz went out to attend the funeral of Mrs. Gerritz, mother, Mrs. Wm. Edwards, formerly of Nehalem, who died at Scholl's Ferry, Yamhill County, last week.

Born, to the wife of Bud Steel, a daughter.

Born, in Roseburg, to the wife of the Rev. Roehmer, (nee Miss Hulda Effenburger), a daughter.

Miss Minnie Schellmeyer will teach the Blyback school, and Miss Mary the Miami school, both commencing on Monday next.

Prof. Walker and family came up from Bay City on Friday and are occupying the Johnson house in upper town. The professor will commence school in the Eye district on Monday next.

HEBO.

The road is being opened between Mattoon's shop and Wm. Rhodes.

The county saw mill is being moved to Cloverdale.

Jerry Lewallen's factory started up Wednesday.

There will be a meeting at the Hebo school house Saturday, May 25, 1901, at one o'clock, to determine what shall be done in regard to the grave-yard, which was partly cleared last spring. This is a matter everyone should be interested in and it is hoped there will be a good turnout.

BEAVER.

J. D. Edwards' smiling face was seen on our streets the first of the week.

Judge Sappington and his small crew of hands are hurrying too and fro, and are really making vast and substantial improvements in our roads.

Jos. Bixby's store look well after receiving a new coat of paint.

There will be a "Children's Day" picnic at Beaver, on Saturday, June 1st. A program rendered by the children and young people, beginning at 10:30 a.m., an old fashioned basket dinner, a session for the older people and recreation for the children in the afternoon will be features of the day. Those residing in adjoining neighborhoods are cordially invited to attend.

Quite a lot of well dressed looking dads have passed through our streets the past ten days, who keep their business to themselves. Of course, Beaverites think each one is an oil, R. R., or mineral prospector.

Mr. Shortridge and daughter, of Dolph, passed through our streets the fore part of the week.

Quite an oil seepage is noticeable on the south-east corner of Mr. McIntosh's lot.

School Report.

Report of Long Prairie School, District No. 23, for month ending May 10, 1901.

No. of pupils enrolled, 29; average daily attendance, 26; total no. days attendance, 519; total no. of days absence, 12; no. of time tardy, 1; no. of days taught, 20.

The following were neither absent nor tardy:

Vida Rogers, Eddie Smith, Katie Sheets, Nettie Smith, Ella McCormick, Willie Smith, Nicie Sheets, Myra Fletcher, Addie Fletcher, Leonard McCormick, Frank Koch, George Durrer, Albert Bramwell, Georgia Fletcher, Nellie Hanenkratt, Theresa Durrer.

BELLA WATT, Teacher.

Lost somewhere between New York and the Pacific Coast are 35 railroad bonds worth \$100 each, which David T. Hartshorn, of Brooklyn, is anxious to find.

Shamrock II. Beaten.

WEYMOUTH, May 13.—Shamrock I. today beat Sir Thomas Lipton's new boat by five minutes and five seconds over a triangular course of about 20 miles. The only possible disadvantage to the challenger was in the fact that she used her old mainsail, which sits worse since its salt water bath of Thursday. There was no discoverable holding back of the challenger, although once or twice she pointed such a course as left the suspicion that the steersman was not taking advantage of every chance. There is no doubt that the result of to-day's trial was distinctly disappointing to those who had pinned their faith to the new challenger, especially as Shamrock I., on the previous spins, had not shown equal quality with the new racer on any point of sailing with the exception of running.

Demand for Normal Graduates.

The State Normal School at Monmouth reports that the demand for its graduates during the past year has been much beyond the supply. Graduation from the practically assures a place worth from \$40.00 to 75.00 per month. The students take the state examinations during the regular course, and are easily able to pass on all subjects required for state papers before graduation. The school has a well equipped training department consisting of a nine-grade town school and a typical county school.

Master Fish Warden Van Dusen paid into the State Treasury \$2746.90 the amount of his collections during the month of April. Under the new law the money is not kept in district funds, but all goes into the hatchery fund, regardless of the section of the state from which it was received.

The prospects for anything like a successful fishing season on the Columbia River are not at all bright, and cannery men are feeling rather gloomy. Very few salmon are being taken at any place on the river, but more shad are caught than there is market for. The late rise in the river has discolored the water and this interferes with fishing, and it is hoped that when the water clears and gets a little warmer there will be a good run of fish.

A Portland firm shipped 16,000 pounds of butter and 100 cases of eggs to Dawson, the whole making up a carload. The butter was packed in two-pound tin packages. The contents of each package were wrapped securely in paraffine paper, the can was lined with a coating of paraffine to prevent rust and after the butter was put into the can, salt solution was injected to expel air and to keep the product fresh. This large amount of butter was in accumulation for some time and helped to relieve the market of surplus and to strengthen prices.

Mr. Hanna and those interested with him in the ship subsidy scheme, have, by no means given up that project; though defeated in the last Congress, they succeeded in playing even by killing the river and harbor bill; and next time, in all probability, they will succeed. It is one of the things that the "commercial interests" in control of the Government are bound to have, and as long as the people elect Depew, Hanna, Elkins and the like, to the Senate, the voters should be satisfied with the jobs these promoters of personal and peculiar interest put upon the public.—Telegram.

At Cohn & Co's Corner.

Bee hives and all kinds of bee supplies at Cohn's.

Rolled Barley, \$1 a sack at Cohn's.

Choice Bulk Pickles just received at Cohn's.

Golden Rod Flour at 85 cents a sack. Makes more bread and finer bread than any other flour made. Cohn & Co. are the sole agents for Tillamook. Another car of 625 sacks just received.

Fairview Creamery Butter is full weight. Cohn & Co. are selling it for 35 cents a roll and giving a fine butter knife with each roll.

A fine line of picnic goods, such as veal loaf, boneless sardines, deviled ham, etc., just received at Cohn's.

Wheat \$1.40 per hundred at Cohn's.

Our Clubbing Rates.

Headlight and the Examiner 2.35
Headlight & Thrice a Week World 2.00

The unfortunate Britons are having trouble with mad Mullah as well as with insane De Wet.

During the President's Southern trip it was again nip and tuck between the federal and Confederate soldiers.

Gen. John W. Foster maintains that according to the grammar of diplomacy the United States is singular instead of plural.

It is a great thing to be a corn king. Mr. Phillips has the market in such shape that he can make money buying or selling or standing pat.

Public interest in the statement that Pope Lee is worth \$30,000,000 is intensified by the parenthetic information that he is about to make his will.

Evidence is rapidly accumulating that Prof. D. Herron has qualities that entitle him to be a first-class stranger to everybody else.

Secretary Hay is a very modest man. It is all the President can do to push him out on the platform, but once there he never fails to make good.

Prominent statesmen are discussing the question, What does the Democratic party stand for? The answer may be, Because it has no place to lay its head.

Col. Bryan intimates that he will not be a candidate in 1904 unless it becomes absolutely necessary. Last year he was in the absolutely unnecessary class.

There is comfort for the New York ice trust in the announcement from a scientific source that it will be 50,000 years before another glacial epoch will be due.

American cities can get a pointer from the Philippines. Manila has civil government without the annoyance of city elections and the census is taken by the Board of Health.

Wind Cave, in the Black Hills region, has been reopened to public inspection by the Interior Department. This would seem to be a good place for ex-Senator Towne to stock up.

Presuming that the Chinese question is likely to creep into American politics, the Republicans of Iowa propose to fortify themselves by nominating Minister Conger for Governor.

Not only should the officers of the Louisiana Purchase Exposition Company organize the great World's Fair in history, but they should take pride in organizing it in the shortest time on record.

NOTICE FOR PUBLICATION.

Department of the Interior, Land Office at Oregon City, Or., May 13th, 1901.

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 County Clerk of Tillamook Co., at Tillamook, Oregon, on June 27th, 1901, viz:

ROBERT BURCH, of the N 1/2 Sec 14, Twp 3 N, R. 3 W., Sec 14 of Township No. 3 N, Range No. 10 W., and will offer proof to show that the land sought is more valuable for its use as a farm than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 9th day of August, 1901. His names as witnesses:

William Luce, J. P. Craig, Philip Condit and A. Jones, of Seaside, Oregon.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 9th day of August, 1901.

CHAS. B. MOORES, Register.

TIMBER LAND ACT JUNE 3, 1897—NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, May 13th, 1901.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1897, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,

ROBERT BURCH, of Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement No. 504, for the purchase of the E 1/2 Sec 14, Twp 3 N, R. 3 W., Sec 14 of Township No. 3 N, Range No. 10 W., and will offer proof to show that the land sought is more valuable for its use as a farm than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 9th day of August, 1901. His names as witnesses:

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PUNGENT PARAGRAPHS.

—Harry—"You say Maude sings like an angel. Why, I never heard her sing at all!" Penelope—"True; but did you ever hear an angel sing?"—Harlem Life.

—Mrs. Dahlgren—"Ah, Mr. Phipps, I saw you in church last Sunday." Mr. Phipps—"Yes, it rained, you know. Was that the reason you were there, too?"—Cleveland Leader.

—Renson to De Thankful—"Was your office-seeking trip to Washington a success?" "Yes; in a way." "You got a place?" "No. But my present employers didn't dock me for the time it took to make the journey."—Washington Star.

"I may have bitten off more than I can chew," remarked the box constructor as the young gazelle disappeared within its capacious jaws, "but, thank fortune, I don't have to chew!" And it curled itself up for a six weeks' nap.—Chicago Tribune.

"Thou art fairer than the day!" he cried, with a poet's fervor. The warm color suffused her cheek. "Fairer than the eight-hour day?" she asked eagerly; for she had been taught to think that very fair indeed to all parties concerned.—Detroit Journal.

—In Doubt—"I have strong suspicions," said the very susceptible young woman, "that he is a nobleman." "Where's his title?" asked her father, in accents of suspicion. "He is traveling incognito." "Perhaps so. It's either a case of 'incognito' or 'alias,' I can't quite make out which."—Washington Star.

"I think," said the man who had bought a season ticket to the opera, whispering to his neighbor, "that I'll try to have my seat changed. Every night that girl sits in front of me with that game huge hat on and—" "Excuse me," said the girl, turning round indignantly, "it's a different hat every night."—Truth.

—In a Glasgow car was an aged Irishman, who held a pipe in his mouth. The conductor told him he could not smoke but he paid no heed. Presently the guard came into the car and said, with a show of irritation: "Didn't I tell you you couldn't smoke in this car?" "Well, O'm not smoking." "You've got a pipe in your mouth." "So O have me feet in me boots," replied Pat, "but O'm not walking."—Scottish Nights.

HINTS IN MEDICINE.

Words of Advice for the Careful Housewife.

Physicians constantly see patients who would be horror-stricken at the idea of being devoted to the whisky or brandy bottle, but who seem to think that there is no possible harm in resorting to wines of cocoa or kola with or without other ingredients. In many instances these wines contain such a large quantity of alcohol that in addition to the stimulating effect of their medicinal ingredients they produce an effect equivalent to that induced by a drink of whisky. They should, therefore, be employed only under the direction of a physician, and should a physician order them the prescription calling for them is not to be renewed indefinitely, excepting under his advice.

The same objections exist against the employment of all those preparations of bromide and caffeine which are utilized under different combined names in the treatment of headache, and very much the same objection exists, too, against many of the so-called headache powders or tablets which are now placed upon the market for the use of the unwary. It is true that they do relieve headache in many cases, but they should be used with caution. You should remember that a headache is a symptom, not a disease, and that it is a symptom of many diseases, ranging all the way from so serious affections as Bright's disease and brain tumor to the headache due to lack of sleep. The removal of the symptom "headache" in a person suffering from Bright's disease may give such temporary relief that the patient will ignore the condition of his kidneys and go to a physician only when his state is so serious that his headache cannot be put aside by these means, and when it is perhaps too late for him to gain any benefit from treatment. In many instances of nervous headache, quiet rest, a suitable amount of sleep and a proper regulation of the diet are what the patient needs, and using headache powders is simply postponing the evil day, with compound interest to pay in the end.—H. A. Hare, M. D., in Chautauquan.

Ups and Downs.

In Germany it is considered necessary that a child should "go up" before it goes down in the world, and so it is carried upstairs as soon as born. In ease there is no upstairs, the nurse mounts a table or chair with the infant.