

BRANCH OF R. JACOBSON & CO.

WILL BE READY FOR BUSINESS

NEXT SATURDAY, MAY 25th, With a very Large Selection of FINE CLOTHING,

Which the biggest portion is manufactured under our own supervision, as we are largely interested in the Webfoot Clothing Company of San Francisco, also in the Gilt Edged Clothing Manufacturing Company in New York, and will be offered to the public almost at wholesale prices. Also a Large Stock of Very Choice

DRESS GOODS, LADIES' TAILOR MADE SUITS, Ready Made OVER SKIRTS, CAPES and JACKETS, at EASTERN PRICES.

N. B.—As a special inducement we will give away with every suit of clothes a HAT, TIE and SUSPENDERS, free of charge.
FOR THE LADIES.—With every dress pattern we will furnish the linings free of charge. Will be glad to have you call and get our prices.
Yours for bargains,

R. JACOBSON & CO.

Oregon Children's Home.

The Oregon Children's Home Society has a representative visiting our city in the person of Mrs. Etta Jones. The object and aims of this association is to take all orphaned, abused or neglected children of whom they can get legal possession and place them in good family homes as adopted children. There are 24 states at present belonging to the Association and report 15,000 children placed in good homes since its organization. President McKinley is president of the work in Ohio. Lyman Gage, United States treasurer, was for ten years vice-president of the National headquarters at Chicago, where the work originated. We bespeak for Mrs. Jones the co-operation and liberality of our community in her laudable calling. Help a child to find a home.

Invited the Committee.

The Port of Tillamook Commission has sent a communication to Congressman T. H. Tongue inviting him to bring the river and harbor committee to Tillamook upon the occasion of its visit to Oregon next month. At an adjourned meeting of the city council on Wednesday evening, the following resolution was passed: "Whereas the committee on rivers and harbors of the National house of representatives is about to visit the Pacific Northwest, and whereas the justice and importance of the improvement of Tillamook bar can be best impressed upon said committee through a personal inspection by them of said bar and Tillamook bay and the resources tributary thereto; and, whereas a visit to Tillamook county would afford to said committee a most excellent recreation and add to the pleasure of their visit to the Northwest, therefore, be it resolved by the Common Council of Tillamook City, Oregon, that the Mayor, the President of the Council and the City Recorder be and are hereby appointed to extend to said committee on the river and harbor committee a cordial invitation to visit Tillamook County and to ascertain and report to the council whether such invitation will be accepted; and if accepted what steps should be taken by the Common Council, in connection with the Port of Tillamook Commission for the entertainment of said committee."

Wants to Corner Tillamook.

Evidently Tillamook county is or will be cornered by the Southern Pacific, and this leads us to infer that the influence of this railroad company will have to be fought and overcome before we can hope to procure a large enough appropriation for the improvement of Tillamook bar. It will be to the interest of the Southern Pacific to delay the improvement of the bar, but it will be a serious matter for this county if it succeeds in doing so. If letters received from congressmen in Wisconsin, Michigan, Pennsylvania and other states are any criterion to go by, it would appear that these congressmen are heartily in favor of the improvement of Tillamook bar and who are ready to work for an appropriation. Some of these Eastern congressmen feel a little surprised that some of the Oregon delegation took little or no interest in this improvement at Washington. Is this because they are tools in the hands of the Southern Pacific or is it that the people of Tillamook have not punched them up enough to interest themselves in our behalf? However, let us hope that every member of the Oregon delegation will take a more lively interest in Tillamook, and if several of them are totally in the dark as to what improvements are necessary, let them be informed, for it looks decidedly bad for congressmen in Eastern states to be kept well posted about Tillamook, while some members of our own delegation are never approached or communicated with. No wonder that the appropriation for Tillamook in the last river and harbor bill was small and in adequate when taking into consideration our bottled up condition and the desire to start industries and ship to the markets of the world. When once Tillamook bar is improved there will be no fear of the Southern Pacific or any other railroad having a corner on the commerce of Tillamook county.

If it is up to Kansas to find the North pole, what's the matter with raising a popular purse to hire Mrs. Nation to undertake the job?

FOR A JOINT LINE.

Transcontinental Roads Asked to Build to Nehalem.

Portland, Nehalem & Tillamook Railway has, through its officers, made a formal proposal to the transcontinental systems for the building of a joint line, of which Portland shall be the terminus, to the Nehalem and Tillamook regions. Copies of the proposal have been mailed to E. H. Herriman, chairman of the executive committee of the Southern Pacific, Union Pacific and O. R. & N. Co., and Daniel S. Lamont, vice-president and chairman of the Northern Pacific. If the Puget Sound interests should refuse to join in a single line, Portland will make every effort to build an independent line. Negotiations looking to this end are now in progress.

Following is the full text of the proposal: "Terminating within the City of Portland, as do all of the transcontinental lines you individually represent, this company, incorporated to build a direct railway from Portland into the Nehalem, composed of 52 merchants, bankers and others here, has taken it for granted that your three companies have an equal interest; share and share alike, in developing the railroad and steamship interests of Portland. Railroad experience has demonstrated to you that, like Chicago, San Francisco, St. Louis and Kansas City, there must be unitedly on your part to secure the success of all your transcontinental lines, one city or terminus on this North Pacific Coast, and that any spasmodic railway efforts for divergence of traffic from that terminus into two or more neighboring cities eventually ends, as history records, in ostracising the line which tries to divert that traffic.

"If Portland had not already secured that which no transcontinental line can individually take away from it—over 70 per cent of the foreign export and import trade, merchandise, lumber, grain, steamships, local traffic and passengers of the Pacific Northwest—it might have been presumptuous on our part to demand, as we now do, from your three transcontinental lines terminating here, that Portland be made the sole and united final terminus for all railway lines to be built hereafter into those vast undeveloped Nehalem and Tillamook territories now adjoining, and all tributary (by nature and easy passed to the sea) to Portland, so that all of their timber, coal, dairy and other productions shall be carried through this city for redistribution elsewhere; not with the view of paying tribute to Ceasar (Portland), but because it is the shortest line, easiest grade and most inexpensive per mile in construction, and therefore operated cheaper than any other longer haul, carrying, as we all know here, the greatest traffic per mile. Besides all this, our demand for direct rail transportation is made more tangible from the Nehalem into Portland by the fact that our city makes already 1,250,000 feet of lumber per day, two-thirds of which goes daily over your three transcontinental lines; consequently, if, by a combination of your three lines for carrying that Nehalem lumber by rail over one line into this city, and we have the rail facilities, we can hereafter manufacture here 10,000,000 feet of lumber daily, if we can only secure the transportation facilities into Portland direct to do so, and that traffic is not diverted to California and to Puget Sound because yellow fir logs for Portland may be delivered for \$4.50 to \$4.75 per 1000, including freight, by rail, to our immediate suburbs—less prices than possible elsewhere, now \$6 per 1000 here. In these circumstances, Portland and our company have welcomed with pleasure the community of interest plan, recently inaugurated by your three lines, whereby, in order to prevent unnecessary competition among Pacific Northwest railroads, your three lines will unite upon the selection of one railroad to be built, if the shortest, cheapest to construct and operate to a new territory is available.

"Relying, therefore, upon this community of interests being carried out in good faith in its integrity by your three lines, you will see that Portland is pre-eminently suited, with its large population, terminus and lumber-seat of manufacture, to be chosen by your three companies. We therefore submit the following details of a proposition for your joint

consideration:

"First—That the Portland, Nehalem & Tillamook Railway Company should contract to build 43 miles of railway from the north suburbs of Portland, on the navigable Willamette, to the summit of the Coast Range, shown on map, all as already surveyed, in exchange for first mortgage bonds of \$15,000 per mile, and common stock of \$5000 per mile, fully paid up, delivered to contractors only on completion of the railway, to become your joint property.

"Second—That the Northern, Union and Southern Pacific share equally in the ownership and operation of said railway and its bonds and stocks, and become its joint permanent owners for \$645,000 to \$650,000 in cash, or \$217,000 payable to each company (exclusive of rolling stock, one-third whereof to be contributed by each), the Northern agreeing to abandon its proposed Scappoose-Pittsburg branch; and all future extensions thereafter proposed to be made from the Coast Range terminus into the Nehalem and Tillamook territories only be constructed, however, on the vote of your three companies combined.

"Third—That, except sawlogs, all freight destined for points on either of the three transcontinental lines, or local traffic to and from Portland, shall be delivered at the Union Depot, Portland, to the three respective lines at one fixed, agreed-upon local rate to all, from Nehalem; and the Northern Pacific to be paid an annual trackage by the Portland, Nehalem & Tillamook Company, direct, for the five to six miles the latter may occupy into North Portland.

"Fourth—That, if preferred the Northern, Southern and Union Pacific Companies, jointly or any two of them (if one refuses to join in the sole ownership of the direct line from Nehalem into Portland's suburbs, as above proposed), shall be permitted, instead of owning that line, to lease, maintain and operate the same for 99 years, as allowed by Oregon law, at an annual fixed, agreed-upon rent of, say, \$40,000 per year, to be paid to the bondholders; that is to say, \$13,333 yearly to be paid as rent by each of the three companies, the bondholders in that event agreeing to furnish the money, \$650,000, more or less, to build these 43 miles, except rolling stock.

"Fifth—That if either one of the Northern Union (for O. R. & N. Co.) or Southern Pacific should refuse to become a party to its ownership of the joint 43 miles proposed from Portland, as above, the other two lines acquiescing therein shall be entitled to own one-half interest in the stock and bonds thereof, paying \$325,000 each for said joint ownership by the two companies, and operating these 43 miles so acquired as their joint property, to terminate below the North Portland suburbs, as above proposed.

"Assuming you that our desire to cooperate with your three lines in carrying out this reasonable proposition for a community of their interests and for the interest of the city of Portland combined and waiting your reply at your convenience, we are, yours respectfully,

"JOHN M. CRAKEN, President,
"WILLIAM REID, Secretary.
"Portland, Nehalem & Tillamook Railway Company."

Fire Claim Adjusted.

The loss sustained by Dr. Wise by his house being destroyed in this city a few weeks since has been adjusted by the Fireman's Relief Fund of which Thomas Coates is the agent in Tillamook. Dr. Wise has been allowed \$1,200 on the house and \$375.35 on the furniture, which is a most liberal adjustment by the company.

Comrades!

General Order, No. 7. Memorial Day, May the 30th, fast approaches. The day set apart by our beloved order in which to honor our dead comrades who sleep in the bosom of the land they loved so well, and who in defense of its government freely offered their lives.

You, my dear comrades, one and all, are requested to be present and join with us in the customary ceremonies on that day, which consist in strewing their graves with flowers and decorating the same with the flag under which they fought and suffered, that this government might be as it is to day. "The land of the Free and the Home of the Brave."
B. H. HATFIELD, P. C.

NEHALEM.

The Woodmen Circle held their semi-annual election on Saturday night.

Married, at the residence of Clay Daniels, on the 18th inst., Asa Nisonger to Miss Viola Jackson.

Dick Sales is building a new barn. Captain Thompson towed his lumber up with the Irene, on Monday.

Mrs. Ada Morrison has sold part of her land to a Mr. Biggs, of Kansas, who will build and move his family on to it right away.

CAPE MEARES.

Wm. Shaw went to the Hub on Monday.

Mr. Kodak came up to get his cattle. Elmer Hall and Mr. Heagney was cutting wood at the school-house on Wednesday.

Mr. Kaufman is back on his place. Mr. Easter passed through to the beach.

County Surveyor Austin was re-locating the Hodgdon road Saturday.

Alfred Nelson, Asp, Heagney and D. Baker went fishing, but returned minus the fish.

Alfred Nelson was hauling some large boxes containing things for the new mill.

COULSONBURG.

Why! we thought you were dead; No not by a long ways.

Everything is on the move and in a prosperous condition.

Mr. and Mrs. Walter Kinnaman called on their daughter Mrs. D. F. Coulson Monday and also presented her with a brand new cook stove.

Mr. and Mrs. R. Y. Blyback left here Saturday for a few days visit with the latter's mother Mrs. Donaldson of Fairview.

Mr. and Mrs. Dave Coulson visited with friends and relatives at Blaine last week.

Mr. Frank is now employed by Mr. Jensen of Hebo.

Miss Dora Swab has returned from a sojourn up the river.

Several citizens of this place are barking (the barberry trees.)

Mr. and Mrs. Albert Kinnaman of Spruce were the guest of Mr. Norman Dye's one day this week.

The Strike is On.

WASHINGTON, May 20.—Approximately 30,000 machinists throughout the country struck today for a nine-hour day, a scale of wages equal to the present 10-hour per day scale, and other demands. This is a rough estimate of President O'Connell, of the National Association of Machinists, based on telegraphic advices that have reached him today from the machinists' headquarters in the various cities. The strike thus far has not extended to the allied trades, save in one or two instances, as at Scranton, Pa., where men in a part of the allied trades are out. No machinists engaged in government work are affected. This is due to the fact that on such work an eight-hour day schedule already prevails.

Pedestrianism is becoming fashionable in London. Most of the bikes have been shipped to South Africa and the waxes have put automobiles entirely out of the running.

INSURE WITH Claude Thayer,

Agent or Fireman's Fund and London and Lancashire Fire Insurance Companies.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, 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.

HUGH BUTLER, Of Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement No. 5412, for the purchase of the Ne 1/4, Sec 14, Section 6, N 1/2, Sw 1/4, Sw 1/4, of Section No. 5, in Township No. 3 N, Range 10 W, and will offer proof to show that the land sought is more valuable for its timber or stone 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. He names as witnesses: Robert Burch, of Portland, Ore.; William Luce, James R. McDonald and J. P. Craig, of Seaside, Or.

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

CHAS. B. MOORE, Register.

To the People of Tillamook Co.

We desire to submit to your careful consideration some statements of fact.

Some months ago a few Portland business men, who know what the oil field of California had done for that state, and who were anxious to find out if the Coast Range mountains in Oregon were not as promising in oil indications as the Coast Range mountains of California, engaged the services of two professional oil land experts and sent them into Western Oregon to examine the territory. These experts, Mr. P. W. Francis and Mr. G. P. Brown, first explored the county around Clatskanie and the upper Nehalem region, and were both highly pleased with the indications and with the formation. They were both, however, strongly impressed by the fact that both surface indications and the oil-rock formation became more and more promising as they neared the Lower Nehalem and the Tillamook County. Returning to Portland, they so reported. At this stage Mr. Brown was called away on business in another field, and Mr. Francis, taking with him Mr. E. S. McCoy, a Pennsylvania oil man of long experience, made a field exploration about the mouth of the Nehalem and around Tillamook Bay, the result was the leasing of about 100 acres, and the formation of a company in Portland, incorporated under the name of the Tillamook Paraffine Oil Company, with the following well-known gentlemen as officers and directors:

President, H. S. Rowe, Mayor of Portland; Vice President J. A. Taylor, of the firm of Honeyman & McBride, Portland; Treasurer, Samuel Connell, President of the Northwestern Door Co. and President of the Board of Trade of the city of Portland; Directors M. J. Roche of the Rio Grand & Western Ry. Co., and President of the Pacific Coast Passenger Traffic Association; E. E. Miller, of the firm of Miller & Miller, Commercial Block, Portland; F. E. Beach, head of the firm of F. E. Beach & Co., the Pioneer paint and Oil firm of Portland, so widely and favorably known over the entire northwest; and P. W. Francis, professional oil land expert.

It goes without saying that men of the standing and credit of the gentlemen managing this Company do not lend their names and influences to any mere stock-jobbing, fly-by-night scheme. They are men you know, men whose reputation is worth more than many thousands as a mere business collateral; men who will see that every dollar of money subscribed to this enterprise is honestly expended in boring for oil, and who will see, too, that the small stockholder's rights are just as carefully protected as the large stockholders.

The Board of Directors have ordered that 100,000 shares of capital stock, each of the face value of \$1.00, be offered to the public at 10 cents per share. This stock is full-paid, is non-assessable, and when you have bought it and paid 10 cents for it, your payments are done and there is no further liability of any kind. With the \$10,000 realized from the sale of this stock, in addition to the money paid in by the incorporators, we will bore standard size oil wells to a depth of 2,000 feet, if necessary, on the leased property near Bay City. It is proper to say that the work we contemplate will cost from \$25,000 to \$30,000, and in offering part of the capital stock to the public we do it for two reasons: First, we think it an excellent investment, with a promise of very great profits; second, we think that a public enterprise like this, which, if successful, will add millions to Tillamook's wealth and bring oil operators and wealthy men from all over the Union to invest here, is worthy of public assistance. We are willing to do our share in the hope of profits, and we think you ought to be willing to join hands.

If we strike oil in good quality, the stock now offered at 10 cents will jump to \$10 a share in a day's time, and an investment of \$100 now for 1,000 shares will net you \$10,000. Does this seem exaggerated? Just read a few examples of what has actually occurred in California within three years:

Three years ago the Union Oil Company's stock was \$1 per share. It is now \$1,500. An investment of \$100 made \$150,000.

The stock of the Home Oil Company, of Coalings, Cal., sold at 10 cents. It is now \$5. An investment of \$100 earned \$5,000 in two years.

The New York Company's stock in 1897 was 50 cents per share. It is now \$200. An investment of \$100 earned \$40,000.

The Reed Company's stock sold at 25 cents one year ago. It recently sold its holdings for \$1,800,000, netting each investor of \$100, \$40,000 profit.

The chances of these companies were not one bit better than ours to begin with.

We think this the best chance to make big money by a small investment that has ever been offered in Oregon. The stock will be on sale in Portland, Seattle, Spokane, and San Francisco and will not long wait buyers. The first 10 cent issue is offered in Tillamook county, as we want the people here to be in on the ground-floor. The Secretary of the Company, MR. P. W. FRANCIS, will be in Tillamook for a few days, at the Allen House, and will be glad to see anybody interested and give all the information in his power.

Tillamook Paraffine Oil Company,