

The Tillamook Headlight.

Fred C. Baker, Publisher.

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EDITORIAL NOTES.

Portland has no disposition to put up the money to build a railroad to Tillamook, although it plainly sees the benefit that will accrue to that city by doing so. Having failed to induce Eastern capital, a bait has been offered the railroad companies, but we are inclined to think that it will meet with failure because neither of the railroad companies will care about being made a cat's paw for Portland's benefit. We wonder, when it comes to building the Clark and Lewis centennial in Portland, if that city will ask Eastern capitalists or the railroad companies to undertake the job, and thus crawlfish out of its duties and responsibilities.

The accident to the yacht Shamrock II, in a squall in the Solent last week, in which all her upper gear collapsed and went by the board, fully demonstrates the oft repeated assertion that yachts built in England must be constructed staunch enough to withstand the sudden squalls which are prevalent on the English coast at certain seasons of the year, and where this is deviated from the risk becomes great by running too near the danger mark. This is what the builders of Shamrock II, have done and they have paid dearly for their experience and the chances they took. The accident is to be regretted, for Sir Thomas Lipton has shown unmistakable grit in building another yacht to compete for the American cup. To see his yacht wrecked in the manner it was must have been a sad disappointment to Sir Thomas, and at a time when he was expecting to see his new boat outdistance all competitors. But the American people will condole with him in his misfortune, and undaunted as he is, they will admire his pluck and determination to come to the United States with Shamrock II, as soon as the repairs can be made.

The river and harbor committee, which is to visit Oregon next month, will remain only a few days in the state, consequently it will see but very little of what is needed in the way of government improvements in that short time. It is out of the question to expect the committee to come to Tillamook under these circumstances, and the next best thing is to follow Congressman T. H. Tongue's advice and send several representative men out to meet the committee. Mr. W. S. Cone is a walking encyclopedia of the resources of Tillamook, Messrs. I. E. Sibley and J. A. Taft are representative lumbermen, Mr. Claude Thayer represents the commercial and dairying interests, and Mr. B. L. Eddy, who so ably represented the county in the state legislature, would make a strong deputation to go before the committee and lay the claims of Tillamook for her improvement before that body. As this is about as close as Tillamook can expect to come in touch with the river and harbor committee, this opportunity should not be thrown away, for it may be a number of years before another presents itself where some of our own representative men can appeal to the committee personally for relief from our bottled up condition.

Henry Doyle & Company learn from their Vancouver, B. C. house, that a new process has been discovered for pickling salmon by which it will retain all its characteristics when caught. "The fish is gutted and cleaned and then placed in the prepared pickle, and, in 24 hours after treatment is ready for shipment. The fish I saw had been in the pickle for over two months and when taken out and laid on a slab, appeared as well as when first treated and, when cut, the flesh had every appearance of fresh caught salmon. It kept all its plumpness and fresh appearance. The promoters have made a small shipment to England and have been assured that if the salmon are as represented, a big business can be done with them over there. Since writing the above I have eaten some salmon that had been in the pickle for over two months and, in appearance and flavor, you could not distinguish it from fresh salmon.—Cathlamet Gazette.

Not a few of the newspapers are now of the same opinion as the Headlight as to the prospect of the Portland people building a railroad to Tillamook. We have on several occasions referred to it as wind and a game of bluff. For instance, the Astorian says: "As was expected, the Portland, Nehalem & Tillamook Railroad Company has lost faith in the moneyed interests of Portland and appeals to the Northern Pacific and Southern Pacific for their support. Portland boasts of her wealth and the money in her banks. The trouble with Portland is that the money remains there. If Portland wants the Tillamook trade let her hurry up with the construction of her road, for there are other cities equally willing to be connected by rail with the rich territory of the Nehalem and Tillamook." And the Astoria Herald claims in with: "The Portland, Nehalem and Tillamook railroad that started out with

...flying colors under the management of Bill Reid, now wants to sell out. Reid tried to build the Astoria and South Coast, but failed. He built the narrow gauge from Portland to Dallas, and it was the poorest road ever built in Oregon."

No one has ever suggested that helium, the element which until recently was thought to exist in the sun but which was discovered in the gases contained in certain minerals by Professor Ramsay, would be of any practical utility, remarks the Lancet. At present, moreover, it is not likely to be, for it is the costliest of all elements. The method now being pursued for capturing this element in workable quantity shows that its separation and concentration involves an enormous expense and the helium obtained costs about \$1,000 per cubic foot. The same amount of money would at the present time purchase over 1,000,000 cu. ft. of coal gas. The price of helium therefore, at present is more than a million times that of coal gas. The present costly research is being undertaken, among other things, in order to see whether helium can be solidified. To gain this result temperature will have to be reached.

A Philadelphia society woman has married a negro and she will have her nuptial agreement hereafter in black and white.

They have established a public dump for old caps in Boston. What a beautiful pasturage for the goat crop!

So-Called Water Separators.

It seems strange that any word of warning be necessary against a thing which has absolutely no merit of its own to recommend it, but so many farmers all over the country have been induced to pay from \$5 to \$15 for a tin can worth about 50 cents, simply because the agent called it a "separator," that we feel as though it was about time for some one to state the facts. More than a year ago the Cornell Experiment station of Ithaca N. Y., issued a bulletin on this subject showing just what results could be obtained by diluting the fresh milk with cold water. The loss in butter fat by this or any other gravity process would pay for a first class centrifugal separator in a few months in any instance where a farmer is milking a dozen or more good cows. Furthermore, the skim milk, being diluted with water, is utterly unfit for the young calf.

If any farmer wishes to test the virtues of the dilution process let him take any ordinary setter, or shotgun can, costing about 40 or 50 cents, throw in a pail of warm milk and a pail of cold water. He will have a dilution separator as good as anything on the market. The cream will rise to the surface in a very short time, and when he skims it the skim milk will naturally look pretty blue being about half water, but the Babcock test will reveal the actual facts in the case and show him a big loss of butter fat in the skim milk, to say nothing about a very poor, thin cream.

It is the business of the experimenter stations everywhere to tell the truth about all matters of this kind, and every property owner is taxed to support these institutions. It is a great pity that the farmers do not make a greater use of this source of information on all matters pertaining to their business. A postal card directed to any of these state institutions would bring a flood of light on any subject of this kind and save many a man from being humbugged.

Blasts from Ram's Horn.

A little balm may hold much blessing. You may always suspect the suspicious man.

When the devil preaches leave your purse at home.

Thunder in the pulpit does not lighten the world.

He is poor indeed who cannot live without riches.

The roots are refreshed by the rain released by the leaves.

There can be a cheerful face only where there is a faithful heart.

God gives riches to our hands when our hearts are not fixed on them.

The dividends of sin come back in the same coin as the investment.

The heretic hunter tries to make the flowers of truth grow by blowing the dirt from their roots.

King Edward VII's salary has been placed at \$2,284,000 a year, a large figure, but a monarch who makes no foolish speeches deserves to be well paid.

Happily the time has passed when the largest American ships must go to Halifax to be docked. Uncle Sam has pulled away from that era of small things.

The Bible must be translated into over eighty dialects before it can be of service to all the inhabitants of the Philippines. Yet there were people who wanted to turn over the whole group to the Tagal tribe as a mark of devotion to the consent of the governed.

The Deutschland has just made the fastest single day's run—587 miles—and maintained an average speed of nearly twenty-three knots an hour in crossing the Atlantic. The Kaiser Wilhelm der Grosse holds the second best record, Does Britannia really rule the wave?

Committee Cannot Come.

Hillsboro, Oregon,
May 23rd, 1901.

Fred C. Baker, Esq.,

MY DEAR SIR,—I fear it will not be possible for the River and Harbor Committee to visit Tillamook. So far we are only certain of their being in Oregon two days, though we are making vigorous efforts to procure three day. The Committee of course expects to see the mouth of the Columbia River, and also The Dalles and Celilo. This will take two days. I am just as anxious for the Committee to see somewhere some part of Oregon by daylight, and am endeavoring to secure an extra day for that. Up and down the Columbia River is not Oregon. People seeing only that know nothing of the State, yet nine out of ten of the people who come as tourists as visitors from the East to Oregon, see nothing else, and then go away with the impression that the State consists of the Cascade range, some very pretty water falls, some snow capped mountains, and a magnificent river, with no productive country tributary. They do not see a thing upon which they could recommend an emigrant, a settler, a business man, or an investor. Now in pursuance of this idea, I should like to show them the timber in Tillamook county, with a view to indicate the productions likely to furnish commerce for Tillamook Bay, but fear that it will not be possible. If I can get them out through the valley, I can point them to the mountains, I think, and explain the situation, and your possibilities. Will do the very best I can. Wouldn't it be advisable for one or two of your representative men to be over?

By the way, can you send me the Headlight that contained the pictures of trees? I have two copies, but they are in Washington. Would like very much to have one. Also would be glad for any general information that you would give me that I could lay before the Committee, or that would help me to explain the resources of the County. I think it is more important that the Committee should know the resources and possibilities for commerce, than see the waterways themselves.

Truly and sincerely yours,
THOS. H. TONGUE.

Letter from Juneau.

[TO EDITOR OF TILLAMOOK HEADLIGHT.]
DEAR SIR,—Perhaps a letter from this place would be beneficial to some.

We have been here just a month now, and on arriving the streets were white with snow, but that passed off soon and had no more on the lowlands until the 2nd of May, but now every thing is of a spring effect, fully two months behind Tillamook. The mountains are white with snow, but is melting fast, numerous snow slides every day, although the spring is very backward, not a miner being able to go out as yet and none of the mines in the basin are in operation, when nearly every year this time they are. The "Treadwell" mines at Douglas Island, of course, run the year around, employing some 500 men and having some where near a 1000 stamps. The ore is of a low quality though, but greatly in abundance, producing about \$1.50 to \$2.00 to the ton. The "Glory Hole," as it is called, is an excavation in the mountain about 350 feet deep, and about 600 to 800 ft. long. They expect to penetrate the ground as deep or deeper than this, as the ore is quite plentiful. So many lives are lost in this place, two within the last three days. The wages are very low I think for a large company, paying for the common laborers, Indians, \$2.00 per day, white men \$3.00, but of course higher positions get much higher wages. It runs day and night, having two shifts, a day and a night crew. Work is slow this spring, carpentering the chief effect, their wages bring \$4.50 to \$5.00 per day.

Juneau is not very large, but has considerably lot of business done, i.e., during a rush, but is built very closely together, covering no more ground than the city of Tillamook. It was estimated to have had 5000 inhabitants at one time, including Indians, but now only about 2000.

The scenery and climate is sublime, the climate really is not much colder than Tillamook, owing to the Japan currents. The channel is just a mile wide, but very deep, floating the largest of boats, and one great effect, no bar to contend with. We have on an average four boats a week. The fare being cut now to \$5.00, first-class, to Skagway, when it is usually \$20.00.

"Snow Slide Gulch," which is situated back of Juneau, is a principal feature, usually commencing to slide about the middle of May, sending tons upon tons of snow down its rocky sides. Some small ice-burbs float in here, but not to any extent, usually melting before they get here.

Just as I am writing a blast from "Treadwell," one mile and a half away, just shook the windows tremendously, and this happens very often.

Fearing this will occupy too much space in our paper Headlight, I will close with regards to all my Tillamook friends.

I am, very respectfully,
MRS. ETHEL BALES (nee) HOSKINS,
Juneau, Alaska.

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