



RACES! RACES!
August 1st, 1903.

Match Race, 1 mile. Trotting.—Best in 3. Purse, \$1000.
 Running Half Mile and Repeat.—Purse, \$200.
 Free to Ponies, 14½ hands and under. Running 600 yards and repeat.—Purse, \$20.
 Entrance Fee to Running Races, \$5.00. Half added to purse.

TILLAMOOK JOTTINGS.

H. T. Botts, for abstracts.

Brock & Atkinson will saw your wood.

J. A. Todd is on a business trip on the outside.

C. Vogler returned to the city on Saturday.

D. C. Getchel, of Hebo, was in the city on Tuesday.

Mrs. H. F. Holden returned to the city on Wednesday.

Edgar A. and Geo. W. Saylor, of Sherwood, are in the city.

The steamer Sue H. Elmore will leave this city on Friday at noon.

B. B. Allison left on Saturday on a business trip on the outside.

John Latimer is the latest victim to come down with the measles.

C. W. Talmage and wife returned Saturday from a visit on the outside.

J. D. Bellis and A. H. Thomas, of Sheridan, were in the city on Saturday.

Dr. Matthew Patton, of Astoria, will locate in this city in the near future.

Walter Lynch has purchased B. C. Lamb's cigar stand, stock and fixtures.

F. M. Sheridan, representing the White Sewing Machine Company, is in the city.

Mrs. B. L. Eddy and family went down to Garibaldi beach on Tuesday to camp.

J. S. Stephens is the agent for the Mutual Life Insurance Company of New York.

C. N. Drew left on Saturday to attend the grand lodge of the A.O.U.W. in Portland.

Mrs. F. H. Davis is in Portland attending the grand lodge of the Degree of Honor.

R. L. Wade returned from Portland on Monday, where he had gone on a business trip.

J. S. Lamar and wife and family and C. J. Clough and wife are camping on Garibaldi beach.

The infant child of Mr. and Mrs. W. H. Cooper died on Saturday and was buried on Monday.

Dr. C. W. Hunt, brother of the late George Hunt, came in on the steamer on Wednesday.

Sam Downs returned on Wednesday from his visit in the East, looking well and smiling as usual.

J. E. Tattle has fixed a telephone on the Garibaldi beach for the use of the campers, free of charge.

Rev. Fr. Urban Fisher, O.S.D., O.S.D., professor of sciences at Mt. Angel College, came in last week.

From all reports quite a number of our citizens will go down to Garibaldi at the end of the week to camp.

S. G. Schoonover, wife and son, of Vernonia, Columbia county, came in last week and are camped at Netarts.

The steamer Geo. R. Vosburg came in from Yaquina on Wednesday with machinery for the government works.

Frank Albright and George Bar, of Salem, came in Wednesday to do some plumbing on St. Antonius academy.

E. A. Wyld, manager of the Canadian Bank of Commerce, and son, H. Wild; Robert Livingston, president Portland Chamber of Commerce; H. S. Ralston and A. H. Zinsley, of Portland, are in on a fishing outing.

Postmaster A. W. Severance went out to Portland on Sunday evening and is attending the A.O.U.W. grand lodge.

Mrs. Anna J. Houser, wife of Mr. J. J. Houser, has been appointed postmaster of Blaine, vice James Patterson, who had resigned.

160 acres of good land at a bargain, 4½ miles south of Tillamook City. Easy terms. Apply to Jens Hansen, Marshfield, Ore.

The Port of Tillamook Commission has decided to furnish rooms over the Headlight office and use them for the offices and headquarters.

Sheriff Alderman and Mrs. Alderman and daughter returned to the city Wednesday after visiting in Portland and the valley several weeks.

Judge W. H. Cooper, who came down from his Nehalem farm on account of the sickness and bereavement in his family, returned on Tuesday.

Mrs. Alex. Watt and daughter, Miss Bella Watt, returned home on Saturday from Eugene and Portland, where they visited with friends several weeks.

The weather looked somewhat threatening this week for hay making, but thus far the rain has kept off and considerable hay was put away in good shape.

Mrs. P. McIntosh and son and Miss A. Bogard returned to the city on Wednesday, accompanied by Mrs. Malervey, of Tacoma, who has come in on a visit.

C. & E. Thayer have provided a separate department of their business for a savings bank, and depositors in the savings bank branch will be paid interest on their deposits.

One of Albert Wilkes' horses jumped on a picket fence on Tuesday and was injured so badly that the animal had to be killed. This was one of the horses that was in the accident on Saturday.

Mrs. C. Tilden was in the city on Wednesday from Hobsonville. She had the misfortune to poison her hand while she was berry picking, causing blood poison to set in, but it is getting better now.

Captain Dodge came in with his trim looking gasoline schooner Gerald C, and will carry freight to the small ports along the coast, and probably to Tillamook City as well. She left for Astoria on Wednesday.

The passengers who went out on the steamer Sue H. Elmore on Saturday were Mr. and Mrs. Easterbrook, J. Yale, J. McNamara, Wm. La Force, Judge Taylor, A. Smith, E. Grower, Mrs. F. H. Davis, C. N. Drew, C. Miller and A. B. Allison.

No one is going to get excited because there is another flutter of railroad prostration. The iron horse aint snorting in this neck o' the woods yet, and when it does head this way, then, and not before, will the people of this county believe that it is coming.

The steamer Geo. R. Vosburg left on Thursday, her passengers being Misses M. Chamberlain and M. Van Waters, Mrs. S. Roschke and sons, C. and A. Roschke, Mrs. W. Martin, Miss K. Gardner, — Ingles, F. H. Skinner, Howard Edmunds, L. Gimbert, Mrs. Royal Stillwell.

Chas. Irle, of Roy, Wash., brother of Mrs. George Hunt, came over from the lighthouse on Friday on his way home on account of a message informing him that his wife was sick. Mr. Irle came in on account of the sickness of Mr. Hunt, and did not know that he was dead until he arrived here and managed to get to the cemetery just in time for the burial. He left on the stage on Friday evening.

The steamer Sue H. Elmore is now making regular weekly trips between this city and Astoria, which is a great convenience to the traveling public. She had a good number of passengers when she came in on Wednesday, including J. McCracken, A. L. George, Mrs. P. McIntosh and son, Mrs. Bogard, Mrs. Koch, Mrs. Malervey, Mrs. Holden, Miss Wilt, W. Schield, Dr. C. W. Hunt, Sam Downs, A. A. Gardner, Frank Albright, George Bar, and Mr. and Mrs. Mitchell.

Rev. L. F. Smith, who has just returned to Hale from a trip to Beaver, Tillamook county, met with quite an accident as he was returning home. He was camped at Grand Ronde when he was kicked in the skull by one of his horses. He carries part of his skull in his purse as a memento of the occasion. The facts are Rev. Smith came so near being killed that there was no fun in it.—Eugene Register.

M. M. Melvin didn't squeal and call the editor all manner of low names because we asked him a pointed question about taking another party's Headlight from the post office and smuggling it into the Independent office for the purpose of swiping the news, for he greeted the editor cordially, diplomatically put out his hand for a shake in Hermann style and began talking about something else. We didn't think he'd fall into the trap and become the stool pigeon. Melvin acts like a man who has a political bee some-where buzzing around his cranium.

A story which has just come to light effects two of the McMinnville band boys, and is rather too good a joke to keep. It was their first stop over night while returning from Tillamook. They were given a good bed, but it was a strange bed and one of them woke up in the morning to see his companion rubbing his eyes and looking mad as he could without being thoroughly awake. When asked what was the trouble he said he had not slept well because he was dreaming all night about being in Portland and being held up for \$45. "The idea," he said, "of a person losing a whole night's sleep worrying about \$45, and every cent I have in the world is a quarter."—Reporter.

It's a little premature for the politicians and the office seekers to divide up the offices before the voters have a voice in the matter. But, oh my, it's surprising how many there are who think their party owe them a living and they are entitled to the front place in the political pie counter. It is plain to see that another factional fight is intended by the minority faction in the republican party of this county, but those who won't go down to defeat in the party are those whom the minority could not handle nor control in the past few elections—the large number of independent republican voters who have repeatedly shown that they have no confidence in the minority faction, and it would be a bad thing for the republican party and the county as well if it is allowed to get control of the party and the county officials. A word of warning at this time is not out of place, so as to inform our readers how things are shaping.

Albert Wilkes while driving his four-horse wagon to this city on Saturday with 50 boxes of cheese, belong to Millar & Gungloff, met with a bad smash up which gave him a close call. He was on the grade two miles the other side of Beaver, on the Big Nestucca, when the wagon, coming to a bad place in the road, toppled over the grade and went down 80 feet before it stopped. Wilkes and the horses were carried with the wagon, making a general mix-up and the boxes of cheese landing in the river. Fortunately Wilkes was not badly injured, although he was shook up and bruised some, and the only injury to the horses was in being scratched. Dan Millar, on hearing of the accident, went out and fished out the boxes of cheese, although he had to take a cold bath in doing so.

At a meeting of the Port of Tillamook Commission on Monday, in the offices of Mr. Claude Thayer, Mr. I. S. Talbot, of Dallas, appeared before that body for the purpose of ascertaining whether it thought a subsidy from \$35,000 to \$40,000 could be raised, and terminal grounds and right of way secured, free of cost, from this city to the summit of the Coast range of mountains, for a proposed railroad between Tillamook City and Beaverton. The consensus of opinion with the Commissioners was that they did not think a subsidy to that amount and the right of way could be secured, but not wishing to turn the proposition down, President A. J. Cohn appointed Messrs. F. K. Beals and B. O. Souffer a committee to ascertain what could be done to secure the right of way and terminal grounds before the question of raising a subsidy was submitted to the people of Tillamook county. Mr. Talbot appeared to have an idea that the taxpayers could levy a tax for the purpose of subsidizing a railroad company, and appeared greatly surprised when informed that this could not be done.

Notice.
 I hereby give notice that I will not be responsible for any debts contracted by my wife, Mrs. Johanna Tomlinson, from this date, who has deserted my home. Tillamook, Or., July 23, 1903.
 S. C. TOMLINSON.

Singers.
 I have just received eight new drop-head Singer Sewing Machines which I will sell for cash cheaper than any man in Oregon, or I will sell on the installment plan and take your old machine for \$10 to \$25. Call and see me before buying.
 W. E. PAGE.

PORTLAND, NEHALEM & TILLAMOOK RAILROAD.

Money Promised to Bond the Road—Investigation to be Made by Representative of Bondholders.

John McCracken, president of the proposed Portland, Nehalem & Tillamook railroad, came in on the steamer Sue H. Elmore on Wednesday in connection with that contemplated railroad and to look over the situation. He assures us that the prospect of this railroad being built looks exceedingly promising, provided the other railroad companies will keep their hands off and the syndicate will take up the bonds. This they have promised to do after making investigation. And it is for that purpose that W. M. Remington, who represents the syndicate, will reach this city today, with W. Reid, the secretary, who came over the Forest Grove road. Mr. McCracken informs us that the reason the project fell through before was because the parties who had promised to bond the road failed to do so. Should the present syndicate, however, take up the bonds, as there is every probability they will, it is not at all likely that work upon it will commence this year. This is Mr. McCracken's first visit to Tillamook. He has known for a number of years the reputation that the county has for butter and cheese, but like a large number of old and substantial residents of Portland, but few, comparatively, have any conception of the vast resources of Tillamook, and what a valuable feeder it will be to Portland whenever there are railroad connections with that city. Mr. McCracken is wonderfully surprised to find such a productive soil, vast forests of timber and a prosperous condition that was a great surprise to him. Mr. McCracken referred us to the report of Mr. Reid as to what the company had succeeded in doing and what it hoped to accomplish, which is given below.

(From the Oregonian)

Secretary William Reid, of the Portland, Nehalem & Tillamook Railroad Company, has filed a report with the executive committee of the board of directors, John McCracken, H. L. Pittock and George T. Meyers, showing that the money for the construction of the new road has been secured. A minor detail is yet to be completed, but it is believed this will be easily met.

W. H. Remington, representing the syndicate that will take over the company's bonds, is to go to Tillamook in company with Secretary Reid today. They will examine the country, and when the return trip is made it is believed full data upon the business conditions will have been presented to Mr. Remington.

The report of Secretary Reid shows the obstacles that he had to overcome in floating the company's bonds, owing to the obstinacy of our transcontinental line. The report, which is full of interest to Portland business men, reads as follows:

Pursuant to your instructions to proceed to New York and London and there make contracts for the sale of the bonds and construction of the Portland, Nehalem & Tillamook Railway, from Portland to Tillamook, with a branch into the Nehalem, I beg to report as follows:

First—That, on arrival at New York, I found a contract in writing existed between the Northern Pacific and its allied lines and the Union Pacific and its allied lines, wherein they agree not to build any railroads without the mutual consent of each other into the Nehalem and Tillamook countries (because disputed territory), nor to grant any financial assistance to others, or to independent lines to build therein from Portland City.

Second—Consequently, in order to preserve that community of railroad interests and preserve this agreement of interests, I deemed it proper prima loco under my power of attorney from you to procure—which I succeeded in doing—from eminent financiers of New York, money on bonds to build the necessary lines of railway into Tillamook and Nehalem, which, when built, should be owned and operated jointly by the Northern and Union Pacific and their allied lines and when built to turn the same over to these allied lines jointly share and share alike, free of any charges or debt whatever, and as a gift from our Portland, Nehalem & Tillamook Railway Company to them, subject only to the payment of the interest yearly upon its bonds of \$25,000 per mile and no more, for 20 years. This offer is still in existence for the transcontinental lines to accept if desired.

Third—After procuring these moneys for construction, I regret to say the proposition was rejected in consequence of one of the transcontinental lines alleging it declined to own any joint interest with any other railroad company in any railway in Oregon, even although our proposition offered a two-fold connection with both the Southern and the Northern Pacific at our (P., N. & T.) railway bondholders' expense outside of the City of Portland, at Washington County and

at Linnton, on the N. P. Ry., respectively, who will keep ceaseless vigil until the burial ceremonies.

Fourth—I then set to work in London and New York to procure moneys from financiers therein, and succeeded, to build a double connection with the Northern Pacific and Southern Pacific from Tillamook Bay, on bonds, at \$25,000 per mile, the road, when built, to be owned and operated as an independent railway, to the point of connection with either line. To this proposition one of the transcontinental line not only agreed, but offered a trackage rent of only \$525 per mile of the mileage we used into Portland, free of any conditions as to delivering their freight; but the other transcontinental line insisted as a sine qua non of trackage over their lines to Portland that we pay them \$750 per mile trackage rent yearly, in addition thereto give them a traffic agreement perpetually to secure them every pound of freight and every passenger destined to Eastern and Southern States, and vice versa, to go over their lines of railway exclusively, and over no others in all time coming.

Fifth—Finding proposition No. 4 was not mutually acceptable to the transcontinental lines, I next worked to secure—and succeeded in securing—moneys for the construction of your company's railway from Tillamook direct into Portland, free of any connection with either the Northern or Southern Pacific, and that by a construction of a direct line into the Union depot, Portland, to be owned, held and operated into Portland in the name of the Portland, Nehalem & Tillamook Railway Company (our corporation), by issuing bonds at \$25,000 per mile, leaving the freight and passengers, after reaching the Union depot, to be competed for by the various transcontinental lines, subject to no other condition than that the latter companies' lines should not oppose or interfere with the construction into the City of Portland into the Union depot terminal grounds at Portland.

The representative of the bondholders, which latter signed that contract, is now here for examination to carry out same to the strict letter, and all they ask is that the transcontinental lines mutually agree that they will not disturb the Portland, Nehalem & Tillamook Railway Company in its construction from Tillamook Bay into Portland.

In conclusion, permit me to add that, pursuant to your executive committee's instructions, your representative (in view the undersigned) had no other object in view but the securing of a railway line from Tillamook and Nehalem into Portland

mutually satisfactory to the allied lines, and to the commercial interests of the City of Portland.

Excursion to the Seal Rocks.

The excursion to the seal rocks on Sunday was full of excitement. The steamer Geo. R. Vosburg was chartered by M. M. Melvin, and some 48 persons availed themselves of the opportunity to take in the fun and participate in the enjoyment, that is those who did not leave up Jonah. After reaching the rocks some of the party went fishing, while others explored the rocks and scared the sea lions, thousands of which hold high carnival on those barren and sea-swept rocks in mid-ocean opposite Cape Meares light-house. So thick were the fish that cod and other fish were hooked by the tail or side and landed on the steamer in this way, some weighing over 20 pounds, until about 1500 pounds were caught. A small whale was harpooned, but fortunately for the party it got away and did not kick up its heels. Harpooning and capturing a monster sea lion caused some little excitement. After being harpooned it floundered and dived about, and in coming to the surface on the opposite side of the boat, one of the party thought it was another sea lion and shot it. It was, however, taken on board the steamer and brought to this city, and it weighed 1324 pounds. The party shot scores of sea lions. While Melvin and Wilber Stillwell were exploring the rocks the latter had a narrow escape of being swept into the sea. A wave struck him and he was carried twenty feet over a rock and managed to hold on, although was cut about in doing so by the ragged rocks. Birds' eggs and birds were brought home as trophies from the seal rocks.

M.E. Church Notices.

Next Sunday's special services at the M.E. Church will be full of interest. Dr. Lathrop, pastor of Grace Church, Portland, will be the preacher.

After the morning sermon the sacrament of the Lord's supper will be administered. In the evening he will deliver an address on John Wesley in commemoration of the 200th anniversary of Wesley's birth.

Next Monday the quarterly conference of this church will be held at 4 p.m., the Rev. D. A. Watters, presiding.

Also the church will be open from 2 p.m. to 6 p.m., that all adult members may come and vote for a lay delegate to the Lay Electoral Conference at Seaside, in September. The judges are: Peter Brant, B. H. Hathaway and George Williams.

Let all members of the Sunday-school be present next Sabbath and hear an important announcement about the picnic.

Dr. Lathrop will deliver his great Lecture, "Forces of Civilization," Monday, at 8 p.m. Free will offering.

**\$250.00
 GIVEN AWAY.
 On October 1, '03.**

We will give away, absolutely free of charge \$250.00 in Cash or Merchandise.
 First Prize, \$50.00. 42 Prizes in all.
 With each \$1.00 cash purchase made we will give you a ticket which will entitle you to one chance in these prizes.
 We carry a complete stock of
**CLOTHING, HATS and SHOES,
 FURNISHING GOODS,
 GROCERIES, FLOUR and FEED.**

We will also give with each \$10 cash purchase a 16x20 Enlarged picture on anything sold except sugar, flour, oil, tobacco and coffee, which are sold on a very close margin.

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 Dairy Farms. Town Property.
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Tillamook City, Oregon.

Clough's Sprayers
 MAKE A VAPOR LIKE THIS.



FOUR STYLES.
 1 Jet 75c.
 2 Jets 85c.
 3 Jets, gal. v. nized, \$1 00.
 3 Jets, brass 1.25.

Clough's Carbolic Compound
 Keeps the Flies off Stock.
 One Quart, at 50c. makes 10 Gallons.

Clough, Reliable Druggist
 If after using CARBOLIC COMPOUND you are not satisfied come and let your money back.