



MR. REID PROMPTLY RISES. Request for Further Information Is Not Made in Vain.

(Oregonian.)

PORTLAND, Sept. 14.—In reply to a Tillamook article which the Oregonian this morning republishes from a sheet calling itself the Tillamook Headlight, I beg to say that from the very day Colonel McCracken, our president, visited Tillamook, only six weeks ago, to procure rights of way for the Portland, Nehalem & Tillamook Railway Company, in exchange for an obligation to build that road to Tillamook Bay, that sheet, pretending to be a newspaper, has taken every means in its power to belittle the enterprise, as its weekly publications since have all shown, with the object of preventing some citizens of Tillamook County to stop giving the rights of way. Now, your paper shows it has gone farther and has the audacity to tell its readers that the officers of the P. N. & T. Ry. Co.—Colonel McCracken and I—it says, are acting as "stool pigeons" in the service and in the pay of the two transcontinental lines to prevent any railway being built into Tillamook, which I say is untrue.

This company has asked no subsidies, no tracts of land, nor gifts of money, labor or material from the people of Tillamook, nor has it yet designated any terminus therein, although it has said that terminus will not be at Tillamook City, Bay City, Hobsonville or Garibaldi, but somewhere on Tillamook Bay. All it has desired, and I am very glad to say has since been obtained and is procuring every day (except in a few cases where the Tillamook Headlight has put up the opposition). Promises in writing to give the rights of way desired, the owners of which lands are not to deliver rights of way until the railway company's locomotive passes through their lands, and not sooner or otherwise.

In order more effectually to carry this resolution into effect and protect the people so as to prevent the Portland, Nehalem & Tillamook Railway from acquiring any rights whatever until the

railroad was actually constructed, the rights of way obligations are all to be (and now are being weekly) handed to and kept by a trustee or bank selected by the Tillamook citizen's rights-of-way committee, for which latter Hon. B. L. Eddy is the active agent. That trustee cannot and dare not deliver these rights of way to us until the locomotive has, as I said before, passed over the lands of the grantors, consequently the P. N. & T. Ry. Co. acquires no rights of way whatever until the railway is actually built. What more does the Headlight want? Does it for a moment believe any railway company would commence construction of its road until all the rights of way from Tillamook Bay to the summit of Wilson River, 38 miles, is pledged?

I may say that Hon. B. L. Eddy, of Tillamook, as representing the Tillamook citizens' right of way committee, has in his possession a letter which notifies him that until the lawyers who act for the proposed Eastern bondholders have his assurance that all of the obligations for rights of way over these 38 miles are deposited with that committee, the money for construction will not sooner be authorized to be disbursed.

Hence, seeing nine-tenths of the owners of lands along the proposed route favor this construction and give rights of way free, why should such men as compose the "Tillamook Headlight" and a few alleged prominent (?) citizens of Tillamook City, who do not represent even one-tenth of the right-of-way owners, retard the construction, since a court of law will eventually condemn their lands anyhow, although such litigation will protract construction for some years, seeing the courts of Tillamook only meet once in six months?

The inconsistency is shown by the fact that those same men have talked, urged and written me for three years and held public and private meetings to urge the people of Portland to keep working to give them a railway, for which they have not been asked to contribute one dollar, and had in addition pledged themselves to procure a free right of way,

without which they well know no railroad to Tillamook City or bay can possibly be built.

WILLIAM REID,
Secretary, Portland, Nehalem & Tillamook Railway Company.

This is the paragraph which appeared in the HEADLIGHT and copied in the Oregonian, and which brought out the above letter from Mr. Reid:

Another version for the failure of the Portland, Nehalem & Tillamook Railroad Company to construct its line is that W. Reid and J. McCracken are only playing a game of bluff for the railroad companies to bluff off any other railroad company from building into Tillamook. Gracious, if this is true, how easy it is to humbug the people when there is a little money and a number of "stool pigeons" used to do so. It is now in order for Mr. Reid to write an article for the Oregonian confirming or denying this.

The HEADLIGHT is not responsible for circulating the opinion that the Portland, Nehalem & Tillamook Railroad Company is playing a game of bluff for the railroad companies, for it originated with men who have been identified with railroad construction in Oregon, and the repeated procrastination of W. Reid and John McCracken as to when the road would be built lends color to that opinion. Let us take a brief retrospect of the situation, not that we agree with that opinion ourselves. It is now nearly three years since the company was organized with a number of well-known and substantial Portland citizens as incorporators, with the capital stock placed at \$1,000,000. Since that time, or whenever there was talk of building a railroad into Tillamook by some other company, Messrs. Reid and McCracken would issue a report stating that work would soon commence on the road. For instance, in a report by these gentlemen published in March, 1902, it was stated that two Eastern parties were ready to take the bonds and that the road would be commenced in 60 days. A few days later another report was published in the Oregonian and Headlight of March 6th of the same year, stating that the "terms of the sale of the bonds for the construction of the Nehalem railroad

Every Friday will be "Bargain Friday."

6th Bargain Friday, Sept. 25.

This, our 6th Bargain Friday, will prove the most notable event in the history of this POPULAR STORE. We've prepared a long list of "Specials," of which we mention only a few, but call for "Friday Specials," and the sales people will take pleasure in showing you through.

"Bargain Friday" Specials.

- 35c. Henrietta, 22¹/₂c. This is a wool Henrietta in all the staple shades, 38in. wide.
- 10c. Outing Flannel, 7c. Heavy and soft fleeced, in light, dark and medium shades.
- 35c. Table Linen, 20c. Good quality colored table linen, in new designs, regular width.
- \$10 Worsted Suits, \$8. For Men—Black all wool Clay Worsteds, made up into the latest styles, perfect tailored and lined with heavy farmer's satin. Sizes, 35 to 42.
- \$1.50 & \$2 Pants, 1.25. For Men—Materials are: Kersey, Cashmere and Cheviot. All sizes and positively worth \$1.50 and \$2.00. We've too many pants is the cause of this sacrifice.
- Little Things at Half. Baby Ribbon, yard 1c. 3 Paper Pins 5c. San Silk 4c. Sharp's Needles 4c. Wire Hair Pins, package . . . 1c. Agate Buttons, dozen 1c. 6 Yards, Finishing Braid . . . 5c. Hair Curlers 5c. Kid Curlers 5c. Hair Rats 10c. Knitting Needles, set 4c. Asbestos Iron Mats 5c. Safety Pins, dozen 4c. No. 2 size, Lamp Globes . . . 5c. Clothes Pins, dozen 1c. Wires Cloth Lines, 100 ft. . . 20c. Patent Mop Sticks 10c. Japanned Comb Cases 5c.

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Thursday, Friday and Saturday, Sept. 17, 18, 19.

This Season we will show the Grandest Array of Pretty, Stylish Millinery that was ever displayed in Tillamook, and at prices about one third less than you are used to paying. The department is in charge of an experienced Milliner.

Best QUALITY, Rubber Boots at about HALF.

- Men's Long Snag Proof Boots . . \$3 50
- Men's Short Snag Proof Boots . . 2 50
- Men's Short Plain Boots 2 20
- Boy's Long Snag Proof Boots . . . 3 00
- Women's Pebble Top Boots 1 25
- Misses Pebble Top Boots 1 19
- Children's Pebble Top Boots 0 83



Send us your mail orders, we will fill them promptly and to the best of our ability, with the privilege of your returning goods unsatisfactory.

REMOVAL SALE!

\$10,000

Stock of Merchandise is on the Market to be CLOSED OUT in SHORT TIME.

CONSISTING OF

CLOTHING, GENT'S FURNISHINGS, Dry Goods, Hats, Caps and a Big Stock of BOOTS AND SHOES.

We have \$3,000 Stock which we are willing to sell less than wholesale cost in order to save freight and packing.

We quote you a few of our prices on Shoes:

- Men's Heavy SHOES, \$1.00 pair, formerly \$1.75.
- Men's, \$3.50 " \$2.25.
- Men's, \$3.00 " \$1.75.
- Men's, \$2.50 " \$1.50.

- Ladies', \$3.00 SHOES, \$2.00.
- Ladies', \$2.50 " \$1.75.
- Ladies', \$2.00 " \$1.35.
- Children's sizes, 6-8, formerly \$1.25, now 80 cents.
- Children's sizes, 8-11 1/2, formerly \$1.50, now \$1.00.

The best boy's in the land, made by the Brown Shoe Co., St. Louis.
Brown Shoe Co.'s, \$2.50 BOY'S SHOES, \$1.60. | Brown Shoe Co.'s, \$2.00 BOY'S SHOES, \$1.35.
Brown Shoe Co.'s, \$1.75 BOY'S SHOES, \$1.15.
Men's Gorden, \$3.00 HATS, \$1.75 now.

A complete line of underwear:

- Men's all wool, \$1.25 Garments, 75 cents
- Men's all wool, \$1.00 Garments, 60 cents
- Men's all wool, \$1.50 Garments, \$1.00.
- Men's Fleeced Lined, 35 cents each.
- Children's underwear, all sizes, from 24 to 34 fleece lined, 20 cents each.

This sale lasts until October 1st, 1903. This store will be closed September 22nd and 23rd, for invoicing stock. Don't miss this opportunity to buy goods less than wholesale cost. Respectfully yours,

BRENNER BROS.,

Tillamook, Oregon.

were settled yesterday, the bond buyers accepting the contract offered by the Portland, Nehalem & Tillamook Railway Company. The bonds are to be taken in the east." And with similar reports issued since then it is no wonder that with so much railroad procrastination and tardiness combined that people are inclined to the opinion there is a nigger in the wool pile somewhere, for from all outside appearance the building of this railroad is just as far off as ever.

The HEADLIGHT is perfectly aware of the fact that some of our citizens have interested themselves in the railroad and others have shown a disposition to oppose it because Mr. Reid would not accede to certain conditions, but neither are in any way responsible for the criticisms we have made.

It is a startling bit of news to us to be informed that the people of Tillamook held public and private meetings to urge the building of this road. In point of fact, from a public standpoint, the people have never been given an opportunity to say what they will or will not do, nor has anyone or any committee been authorized to act for them, nor do they know where the right-of-way is wanted, unless it is a blanket right-of-way to cover a large stretch of country.

The Portland, Nehalem & Tillamook Railroad Company has not the financial backing of the capitalists, bankers, and merchants of Portland, for they have no confidence in Mr. Reid. Had it been otherwise, surely it would not have been difficult to raise considerable money in Portland for a railroad that would be one of the best feeders that city could obtain. No one would be more delighted than the Headlight to see an independent railroad built from Portland into Tillamook, but we know and the people of Tillamook know that this cannot be done on wind or by a company that has no financial backing.

Some of our readers will remember an article we published, soon after the company was organized, that caused considerable comment, but it is worth reproducing at this time to show that the Headlight was correctly informed:

(Tillamook Headlight, Feb. 21st, 1901.)
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 a cure 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 genesis 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 boasting 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 the 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 capitalists 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.

Stray Bicycle.

A bicycle was left in G. C. Vaughn's barn at South Prairie on the night of July 23rd. Owner can recover same by describing it and paying for this notice.

Cohn & Co. are in a position to meet all competition in the price of Chittam Bark. See them before you sell.