

The Tillamook Headlight

Fred C. Baker, Publisher.

DAIRYMEN AND A RAILROAD.

Some of the Benefits they will Derive by Quick Transportation.

A railroad into Tillamook will benefit the dairymen in many ways, and it is not surprising that they are extremely anxious at this time, for it is money in their pockets and they will be more independent than ever in the manufacture and disposal of their products. Let us point out a few instances where a railroad will benefit them and why they should be liberal in their donations to raise the subsidy:

1st. It will put Tillamook butter on the market every day, and on that account it will bring at least 5c. to 10c. a roll more; it will enable every dairyman to manufacture, ship and dispose of his butter in Portland to merchants, hotels, eating houses, etc., thus saving the cost of manufacture and commissions to middlemen, jobbers and commission houses; it will foster winter dairying in Tillamook and with it the dairymen will get big prices for their butter and quick returns.

2nd. Instead of knocking the calves in the head directly they come into the world, most of them will be raised and sold to those who gather up young stock to place on the range in other states, or they will be raised for the meat market. For instance, if a dairyman has a surplus lot of cattle for the meat market he will keep posted upon what the packing companies are paying for cattle, and when he is ready to ship he will do so in car lots and will know before he leaves home exactly what he will get at the packing house when he delivers them, or finding that a large number of cattle could be bought and re-trained at Tillamook City, the packing house people would soon have buyers in here to gather up cattle in train load lots. In that way the highest market price can be obtained for cattle, whereas now, if a band of cattle was brought to the city they could not be sold and varied would be the estimates as to the worth of the cattle. Another thing, with a railroad, dairymen would not be compelled to keep stock after it was ready for market, as is done now, eating up a lot of feed without getting one cent extra when they are disposed of.

3rd. As to "porkers," Tillamook is so hoggy that it consumes all its own pork. With a railroad and a ready market, a large number of dairymen would turn their attention to hog raising and would ship them in car lots to the packing companies, whereas now "porkers" raised in Tillamook rarely ever find their way out side of the county and the only market is the local meat market.

4th. As to chickens, eggs, fruit, onions, potatoes and other things that can be raised in the county, dairymen would be able to ship these or dispose of them at good prices to the large number of visitors who would come here for the summer holidays, which would be considerable.

These are some of the advantages that will accrue to the dairymen as soon as a railroad strikes Tillamook, and it is no wonder that they are greatly interested. Therefore, it is the dairymen, especially those with large farms, who should take the bull by the horns and help all they possibly can to raise the \$35,000 subsidy—if that will secure a railroad—for the enhanced value of dairy products will soon amount to that sum.

Educational Comments.

TO THE EDITOR TILLAMOOK HEADLIGHT.

For people who have been apparently so well drilled in writing compositions during their school life it is strange what a small percentage of Americans can write a simple letter with ease or correctness. The cause, in our opinion, is the way in which composition is taught in the great majority of schools. In the first place, it is commenced too soon. Before the child has either ideas or vocabulary, he is called on to write a "composition." In the absence of any ideas of his own, he borrows them from the most accessible source—an Encyclopedia sometimes, but in most instances from flashy novels and Yellow Journals. The result is that in nine cases out of ten the composition is a number of unmeaning phrases, blended in such a way as to betoken industry if not honesty on the part of the pupil and culpable negligence or downright ignorance on the part of the teacher who does not detect the plagiarism and prevent its recurrence. Another cause—and this is peculiar to high schools and colleges, so called—is the use of false eloquence and highly-wrought rhetorical flourishes. In most instances these are either faulty and inappropriate or wanting in originality. Such efforts, however, are the ones that win commendation and are marked highest. As in the world honesty and simplicity are thought unfashionable and even vulgar by the unthinking, while pomp and bombast and idiotic gravity are deemed good breeding and sound sense, so in composition, brevity, terseness, and originality are condemned as flat, stale, and unprofitable, while involved sentences, plagiarized phrases, and glittering generalities are classed among the sublime and beautiful. It is time for radical reform in this matter. The mischief should not be allowed to

extend. Teachers must give common sense topics on which to write, and where the subject is left to the choice of the pupil he should be directed to choose such. No such topics as the "Higher Aesthetics," "Talks With Angels," "Nights With the Gods," "Travels in Jupiter," or "Visits in the Moon," should be permitted, and least of all should they be subjects of essays for Commencement day. We look for a radical change in this matter next June.

It is in order about these times to decry the value of parsing. Discovering that people who can parse like lightning do sometimes blunder in their syntax like thunder, our one-eyed pedagogical critics unhesitatingly proclaim the uselessness of parsing. Correct syntax is not the ultimate end of parsing; practical good grammar is only an incidental benefit of the exercise. Correct syntax is partially dependent on a knowledge of parsing, but more dependent on good early associations, careful habits of reading and writing, and a keen observation of syntactical forms. The province of parsing, while including that of correct construction, is by no means limited to it. It is chiefly for drill in the analysis of language. It is a mental sharpener; the same to the understanding and use of language that the practical analysis of compounds is to the study of chemistry and gymnastics to the athlete. The loose construction observed in composition and the vagueness of comprehension of printed discourse, are evidence of the want of that keen sense of the force and use of language which parsing helps to cultivate. This sense may exist in the gifted without formal training; but its cultivation is none the less desirable, and, in the majority of cases, necessary to accurate scholarship in the English branches, especially when a knowledge of Latin is not to be attained. Even the decriers of parsing will find fault with the student who cannot distinguish the parts of speech; but how can this critical ability be gained except by practice in parsing?

The power of concentration gained by parsing, especially in the parsing of verbs, is not the least benefit of the exercise. It calls more faculties into simultaneous play than any practice save that of translating a dead language into good English. Nor is it a dull exercise in the hands of a bright teacher. It can be made not only interesting but positively exciting; but it requires tact and aptness of illustration to do this. We notice that while good hands at parsing may blunder occasionally, its opponents use loose language systematically. Poor souls! They never know their weakness.

"Where ignorance is bliss 'tis folly to be wise."

The substitute for technical grammar is what is termed language lessons; but excluding the technical grammar from these lessons, what is left? True, we have "the description of pictures," as if a picture as such could by any possibility be described! Then there is the changing the poetry into prose, the stanzas usually given being far beyond the comprehension of the immature minds to be exercised. We have also the combining of several statements into one sentence, e.g.

"John Smith was in England.
John Smith had a grandmother.
John Smith's grandmother had the goat.
John Smith steered his bark to the land of the free and the home of the brave."

Another foolish exercise is that of printing poetry in the form of pros, and ordering pupils to change the form to that of poetry. What knowledge does this test? What benefit it accrues from it? It is not a test but a trick, and a scurvy trick too, when the examiner, unpoetical himself, selects for his question limping feet and unrhyming lines.

In a city in which the epidemic of language lessons are opposed to technical grammar was raging, it was the practice of the writer to keep his class, undergoing preparation for admission to the high school, upon technical grammar, until within two weeks of examination, and then cram on empirical language lessons. Even as a preparation for this language jugglery, old-fashioned teaching in grammar is found the most advantageous plan. As flouncing and trimming to the garment of grammar, language lessons may be tolerated but as a substitute for the good old original cloth—never!

G. A. WALKER.

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REID PROMISES A RAILROAD TO TILLAMOOK.

The Money is Assured by English Capitalists.

Portland, Jan. 30.
To Hon. Geo. Cohn, Mayor, and to the Citizens of Tillamook, in Public Meeting Assembled.

Gentlemen: We feel it is due to you to make the following explanation:

The Portland, Nehalem & Tillamook Railway Company was incorporated for and at the special request of E. H. Harriman, made to us through his chief officer here, with a special guarantee to its company's vice-president at Portland, and its secretary, that he would supply all the money required, with traffic connections to Portland and the East. On no other condition would Portland then undertake the enterprise, as the local capitalists are unable, personally, as you all know, to furnish \$3,000,000 for railroad construction, even to Tillamook and the Nehalem. No profit was to be made, but we were to utilize our previous engineer's field notes and surveys to the Nehalem and Tillamook country so as to build speedier the road to the coast; seeing Northern Pacific then contemplated building from Portland, via Scappoose to Tillamook City, 125 to 129 miles; whereas, our Tillamook to Portland line was only 85 miles, including part of the Southern Pacific Company's track. Subsequently, the Union Pacific made an agreement with the Northern Pacific that neither should, at that time, construct to Tillamook. Mr. Harriman then dropped the Portland, Nehalem & Tillamook Railway Company, but its directors being all Portland men, thereafter determined they should build the line as an independent company, with separate railroad connections, both to the Southern Pacific and Northern Pacific main lines. On this latter proposition we have repeatedly secured money from American capitalists on bonds, but Mr. Harriman's people have as often refused any and all traffic connections; consequently, as the laws of Oregon require us to break bulk by trans-shipping and rehandling freight from one railway line to another, and permits the line to Portland to charge local rates from trans-shipping point, our bondholders found that, without a traffic agreement with some railroad line to, or an independent entrance into the city of Portland, they could not ascertain definitely whether the local traffic alone would be sufficient to pay interest on the bonds. In these circumstances it was recently resolved to procure money from foreign railroad capitalists to build, Tillamook into this city, which has since been done with an assurance that the work of construction will commence to Tillamook County within 90 days, and completed thereto before the end of this year.

The Portland people in their efforts to give your people a railroad to the sea, to be afterwards extended to Netarts Bay, and to the southern boundary of Tillamook, have never asked of you a subsidy of any nature whatever. They beg here to repeat that they have no such intention, and will be satisfied with a 60 foot right of way from that portion of the line which lies within the valleys around Tillamook city, because they know that 30 miles of the proposed railroad in the Wilson River Canyon is held by Eastern timber-owners, many of whom have already given and offered our Portland people such rights of way free.

Finally, we offered Mr. Harriman's syndicate, in writing, we would, retire from the field if they would give us their guarantee to themselves build the line to Tillamook in 1904—last year—or when built, we would turn the ownership over to them, subject only to the Southern Pacific's guarantee of interest upon the bonds to be paid to bondholders for 25 years. These offers were also declined; consequently, it is useless for any independent railroad to stop either at Hillsboro, Forest Grove or North Yamhill, or anywhere except at Portland City, as has been arranged.

Yours respectfully, WILLIAM REID.

From the Evening Telegram.

William Reid, attorney for the Portland, Nehalem & Tillamook Railroad Company, which has been for more than two years past engaged in an effort to perfect arrangements by which a railroad shall open to development the rich region lying between Portland and the coast, announces that work will be started constructing the line within 90 days, and it will be completed by the end of 1905. Whether the railroad will enter Portland over its own rails depends on the action of the Legislature in reference to a bill introduced in the House at Salem, requiring railroads to interchange cars and establish rates for joint traffic.

The measure further provides, as now amended, that in case the officials of two roads fail to agree upon such rates for interchange of cars, a board of arbitration, composed of the Governor, Secretary of State and State Treasurer, shall decide and establish the through rate.

Representative Killingsworth introduced the bill, which provides that companies building new railroads may at their own expense connect tracts in any depot or station of other companies, and haul to such connecting freight cars, loaded or unloaded for transmission by such railway with which it may connect

to any or all stations on its railway in Oregon. Enactment of the law is supported by its author to encourage building of independent lines of railroad to develop sections of Oregon at present awaiting the pleasure of the financial powers behind the Harriman system companies and the Northern Pacific. Its particular application at this time is to enable the immediate construction of the road to Tillamook without necessity of building its own track into Portland.

Bill is Argued.

Arguments have been made against the bill before the committee of the House by representatives of the Southern Pacific and O. R. & N., on the ground that it would give feeding lines proprietary interest in expensive terminals and stations of big roads, and that any responsible person or company can secure traffic contracts for interchange of business; that the Southern Pacific will build to Tillamook when convinced that the venture would pay; that the big companies would be thereby compelled to handle poorly equipped cars of small lines, and that the bill if enacted would induce enactment of a similar law in Washington that would divert traffic to Puget Sound points. As examples of traffic agreements having been granted the Columbia Southern, Great Southern, Astoria & Columbia River and other roads are cited. It is further asserted that the Tillamook project has no surveys, and is without credit.

Mr. Reid reviews briefly the history of the efforts put forth by the company for which he is attorney to secure such traffic agreements as the railroad representatives allege can be had, and refutes the arguments advanced in opposition to the measure.

Fears at Tillamook.

"Ninety-nine out of every hundred men at Tillamook have held the men concerned in the project to build a road through the Nehalem Valley to Tillamook under the hallucination of being bought up by Harriman interests to hold back the construction of that road, although we have been earnestly endeavoring to obtain traffic agreements with either the Northern Pacific or the Southern Pacific for an entrance to Portland.

"In 1902 the Portland, Nehalem and Tillamook was promised trackage rights into Portland on the same basis as the contract with the Astoria & Columbia River, and I have the letter of President Mellan, then the executive head of the Northern Pacific, in which that promise was made. In that year and the previous year the Northern Pacific made surveys for a road to Tillamook from Scappoose, and in the same letter in which the traffic agreement was promised President Mellan wrote that 'no construction work has been authorized by our board beyond that from Scappoose to Pittsburg,' and apparently there was no obstacle in the way of our company going ahead the following Spring with building of the road.

Morgan and Mellan End It.

"In the Fall of 1902, when J. Pierpont Morgan attended the Episcopal Church conference in California, he returned via Portland, accompanied by H. G. Burt, then President of the Union Pacific. Here they met President Mellan, of the Northern Pacific, and President A. L. Mohler, of the O. R. & N. Company, and entered into an agreement by which the Northern Pacific agreed to not build any lines into territory south or west of Portland, and the Southern Pacific was to enter no territory north of this city. Thereupon the Northern Pacific refused to grant the promised traffic agreement.

"With a special guarantee that money would be furnished for building the road by E. H. Harriman, and at his special request the company was incorporated by Portland men to build the road, to utilize our previous field note and surveys, and with the provision that Harriman lines would furnish connections to Portland and to the East. After the agreement had been entered into between the Southern Pacific and Northern Pacific for division of territory, the promised contracts were postponed from time to time and were never forthcoming, and the directors all being Portland men, anxious for development of the territory naturally tributary to this city, determined they would build the line independently. Foreign capital has been interested in the enterprise and the road will be built during the present year."

If the proposed bill becomes a law, the road will be built to connect with another line. If the bill fails the new company will build to Portland. Control of the company will remain in this city.

The tiller of the soil who keeps good live stock, or is engaged in dairying and feeds the farm grown crops to his animals, is a manufacturer in the broadest sense of the term. He saves the profit that goes to the middle man—the grain buyer, and also the profit that some other man who bought his grain and fed it, would make, and the waste product from the feeding process, and very materially in keeping his land fertile and in condition to produce abundantly. Farmers should feed to a finish, turn off beef, pork and mutton that is ripe of first quality, and that tops the market. It is the height of folly for a farmer to sell his grain for some one else to feed, or to sell his animals in a half finished condition for some other man to finish. He loses every profit in the business.

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NOTICE FOR PUBLICATION.
Department of the Interior.
Land Office at Oregon City, Ore.
January 14th, 1905.
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 City, Oregon, on March 28th, 1905, viz.:
JAMES CHRISTENSEN
H.E. No. 12607, for the N. 1/4, S. 1/4 of sec. 11, T. 14 S. W. 1/4 and S. 1/4, Sec. 1, T. 3 South, Range 3 West.
He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz.:
Henry Ely, Jack Helgate, E. K. Gilbert, William Gilbert, of Spruce, Oregon.
ALORSON S. DUNSMAN, Register.

ADMINISTRATOR'S NOTICE.
NOTICE is HERBY GIVEN.—That the undersigned has been by the County Court of the State of Oregon for Tillamook County, duly appointed administrator of the estate of WILLIAM FITZPATRICK, deceased. All persons having CLAIMS against said estate are hereby notified and required to present the same to the undersigned administrator, with the proper vouchers duly verified according to law, at the office of Eddy & Bots, Attorneys-at-Law, Tillamook City, Tillamook County, Oregon, within six months from the date hereof.
Dated at Tillamook City, Oregon, the 5th day of January, 1905.
DAVID FITZPATRICK,
Administrator of the Estate of William Fitzpatrick, Deceased.