

THE RAILROAD SUBSIDY WILL BE RAISED.

About \$23,000 is Already Subscribed.

Messrs. F. K. Beals, C. B. Hadley and Geo. W. Grayson, the committee appointed to solicit subscriptions for the \$35,000 subsidy for the company that offers to construct a standard gauge railroad, either from Forest Grove or North Yamhill, into Tillamook City and thence to Netarts, and have it completed to this city within twelve months, is meeting with good success, as will be seen by the list below, which amounts to \$23,000. A large number of persons, of whom a railroad would directly benefit, have not subscribed yet. The committee feels confident that it will be able to obtain the amount of money required, but as the time is slipping away somewhat fast and there is quite a large sum to be raised, it is to be hoped that those who have not done so will subscribe at once, for that amount of subsidy will ensure a railroad, it ought to be no trouble to do so, for it is not probable that Tillamook County will get a railroad much cheaper than the proposition made by Mr. Simmons. Communicate with either member of the committee if you have not subscribed, so as to keep the bill rolling, for all the money ought to be subscribed in another week so as to demonstrate the fact that Tillamook is ready to do what was asked and it will be up to the other fellow to put up and carry out what he proposed to do.

Following are the conditions under which persons subscribe:

We, the undersigned, upon the conditions hereinafter named, do hereby subscribe the amounts set opposite our respective signatures hereto, in aid of a railroad from Portland, Oregon, or from a point on the West Side Railroad to Tillamook City and Netarts Bay in Tillamook County, Oregon, and we hereby promise and agree that when \$25,000 shall have been subscribed hereto, and the subscribers of such fund shall have met and organized, we will each execute individual contracts in legal form and with conditions harmonious herewith, for the payment of said money, only when the said railroad shall be completed and in operation. No subscription to be valid until the entire sum of \$35,000 is subscribed within forty days from this date, and a right of way procured for said road, and the persons contracting with a committee representing the subscribers hereto, to build such road have deposited a cash forfeit of \$5,000, or more, to guarantee that they will begin permanent work upon said railroad within three months from the date of said contract, and fully complete and have the same in operation within one year after the date of said contract. It is understood that not exceeding one-half of the amount hereto subscribed by any person may, at the option of such person at the time such subscription shall become due under the terms hereof, be paid by delivering to the railroad company entitled thereto, the promissory note of such person with reasonable security, running not to exceed one year and bearing interest at six per cent. per annum. It is understood that when the sum of \$25,000 shall have been subscribed hereto, there shall be a meeting of the subscribers held at some public place in Tillamook City, Oregon, after, at least, one week's public notice, at which meeting an executive committee of seven members shall be chosen from among the subscribers, which committee shall represent said subscribers in negotiating with a railroad company, or their representatives, for the construction of said railroad and the receiving of the aid hereby subscribed upon the terms and conditions hereinbefore set out.

Dated February 4, 1905.

Following is the list of subscribers:

Table listing subscribers and amounts: Cohn & Co \$1000, W. M. Harrison 1000, C. B. Hadley 1000, McIntosh & McNair 1000, Gus Kunze 1000, Elmer Ball 1000, Beals Bros 1000, L. H. Brown 500, Wm. Olsen 500, Louis Olsen 500, E. T. Haltom 500, B. H. Hathaway 500, H. F. Goodspeed 500, G. W. Phelps 500, Tillamook Lumbering Co 500, Chas. Kunze 400, Henry Kunze 400, Samuel Downs 300, Peter Braut 300, L. D. Ackley 250, Chas. I. Clough Co 250, W. G. Kells 250, Rollie Watson 250, B. L. Eddy 250, H. F. Holden 250, R. L. Wade 250, John L. Jones 250, C. E. Reynolds 250, Todd & Co 250, R. O. Snuffer 250, M. F. Leach 200, W. W. Wiley 200, Carl A. Patazall 200, A. W. Severance 200, Chas. S. Wells 200, A. Benschmidt 150, M. H. Larsen 150, M. Melchior 150, Peter Heuel 150, Gust Wicklund 150, John Erickson 100, F. E. Dodge 100, W. B. Alderman 100.

Table listing subscribers and amounts: Ralph Ackley 100, F. B. Handley 100, J. H. McNamer 100, H. T. Botts 100, G. B. Lamb 100, H. B. Johnson 100, A. M. Hare 100, F. L. Sappington 100, W. H. Cooper 100, N. G. Boquist 100, G. W. Grayson 100, J. M. Smith 100, J. P. Allen 100, M. D. Reading 100, Emmett Jenkins 100, C. A. Svenson 100, A. K. Case 100, Jos. Sander 100, W. M. Hamilton 100, J. S. Lamar 100, Homer Mason 100, H. Lowry 100, Adolph Erickson 100, Wm. Patrick 100, W. D. Gladwill 100, Tim McCormack 100, Wm. Tunnerstet 100, W. T. West 100, A. Hembree 100, Father Le Miller 100, Carl Haberlach 100, John W. Jennings 100, J. H. Oliver 100, Morton & Trombley 100, Fred C. Baker 100, S. A. Brodhead 100, Howard Cary 100, W. H. Easter & Son 100, C. O. D. Laundry, Harvey and Whitney 100, A. C. Vogler 100, G. W. Elliott 100, P. M. Trout 100, B. Imdorf 100, N. Hanson 100, C. R. Johnson 100, W. F. Barker 100, Dr. Bartel 100, Jonas Olsen 100, Con Desmond 100, C. W. Talmage 100, W. Ryan 100, O. E. Quick 75, M. V. Stillwell 50, Thos. Coates 50, L. L. Stillwell 50, A. T. White 50, J. M. Mapes 50, Amos Vaughn 50, Frank Paul 50, F. D. Vincent 50, F. Crane 50, Joseph Durrer 50, W. H. Evans 50, W. O. Chase 50, S. N. Ditley 50, C. N. Drew 50, W. C. Bailey 50, Geo. Hoag 50, Charles L. Woole 50, Gilbert Bros 50, J. Nigier 50, D. Billings 50, N. P. Hansen 50, J. J. McGinnis 50, S. B. Hill 50, A. Anderson 50, Chas. P. Nelson 50, Frank Worthington 50, J. L. Burke 50, D. A. Bailey 50, Geo. W. Bodyfelt 50, Henry A. Ely 50, Andrew Anderson 50, J. R. Harter 50, Carl Wallin 50, Eugene Jenkins 50, Louis Nelson 50, Thomas W. Morgan 50, P. Hasselborg 50, L. Jensen 25, L. Fleck 25, Geo. W. Worthington 25, A. C. Gist 25, D. T. Werschkul 25, A. Arstall 25, Walter C. Lynch 25, Ono Crane 25, A. E. Nichols 25, W. E. Page 25, Chas. Lunquist 25, William Woods 25, Tyler & Peck 20, Elmer Ball 10, W. A. Hogen 10, W. A. Wise lots 5, 6, 7 and 8, block 28, Thayer's addition to Tillamook.

He commented on the passage of the Killingsworth bill as follows: "The Killingsworth bill was put through both houses of the legislature virtually against the united opposition of the railroads and the Multnomah delegation. The records show that it was tabled in the house of representatives on Friday, and it was supposed to be dead. On Saturday, February --, a remarkable editorial appeared in the Oregonian which read as follows: "If the great railway dynasty of Oregon would attend as it should to necessary projects for development of territory that lies outside its present lines there would be no demand for the enactment of bills like that proposed by Mr. Killingsworth of Multnomah. But the dynasty will do nothing its-if nor allow others. No railroad like that proposed, for example, through the coast range to Tillamook, can do business unless it can make connections on fair terms with the lines that center at Portland. Every effort to build this road, as well as other needed ones, is balked or thwarted by the objections of the main lines, which refuse to take cars from the independent roads on terms that can be met; and this fact being known, efforts to raise money are strangled. Time and again a railroad to Tillamook had been beaten in this way--beaten in New York.

"But the country wants these short auxiliary lines. It needs them. It needs them for local development. If the main lines will build them, well and good. But they will not; and each of the main lines puts a veto on initiative by another, and at the same time a veto on independent enterprise.

"Mr. Killingsworth's bill may not have any chance to be drawn from the 'cold storage' in which it has been laid away; but it represents something nevertheless. It is reasonable that we should have these local lines, and it is not reasonable that the great lines, which are in combination against others while they contend in bitter opposition among themselves, should obstruct them.

"By these conditions our coast counties remain sealed up. Dog-in-the-manger does the business. So in regard to development in various parts of the country east of the Cascade mountains."

From the Oregonian. There is wailing and gnashing of teeth in the camp of the liquor people, whose bill to amend the local option law was killed in the Senate last Friday.

Crucified by the Republican "machine" of Multnomah on a cross consisting of Cascade County, Port of Portland, Astoria charter and Hot Lake County, liquor interests say was their fate.

But anti-saloon elements take a contrary view and say: Crucified on the machine cross, was the fate of certain members of the Legislature who were forced by politics into voting for the Jayne bill.

And each side declares itself cocksure it is right. Liquor people are very "sore" at the "machine," and mutterings from their camp have been heard of a probable divorce of interests. They are understood to have made a deal with the machine through W. F. ("Jack") Matthews whereby the Jayne bill was to be put through the Legislature in return for liquor support for the Republican city ticket next June. But the bill was not put through, and the cause thereof is alleged to be stupidity of machine leaders in engineering anti-machine antagonism whose heat melted away the Jayne bill's support as ice beneath the midday sun.

For example, the machine supported Cascade County with all its might and main, and the foes of the new county, chief of them Senator Wheelton, turned in and fought the Jayne bill, whose sponsor, Representative Jayne of Hood River, introduced the bill of Cascade. Again, the machine pulled with all its force for Hot Lake County, whose enemies, Senators Pierce and McDonald, got even by fighting the Jayne bill. Furthermore, the machine fought so fiercely to pass the Astoria charter and the Port of Portland bills over the Governor's veto, and whetted the enmities of insurgent Republicans so sharp that they craved revenge whenever they could find it. And among the Senators thirsty for revenge were Haines of Washington, Nottingham of Multnomah, Howe of Yamhill, Carter of Jackson and Laycock of Grant. They were so highly gratified at their success that they slapped their knees and vented themselves in high belligerent utterances.

When it is remembered that the Jayne bill lacked only one vote of passing the Senate, the gratification of the anti-machine patriots over defeat of the measure may reasonably be taken as an explanation of the Jayne bill fiasco; in fact, all the Senators named above as foes of the Multnomah regime regarded the present law as unfair, and as needing amendment, and said so repeatedly, and still are of that opinion. But the enemies of saloons declare that, for every man who left the Jayne bill on account of hostility to the machine, another was coerced into voting for the measure, and that, if there had been a free field, without coercion of that kind, more Senators would have voted "on the side of decency." This is the opinion of Dr. J. K. Wilson, president of the Oregon Anti-Saloon League.

MULTNOMAH'S "MACHINE."

Opposed the Railroad Bill and Tillamook's Interests.

Speaking at the Oregon Development Convention at McMinnville, Colonel E. Hofer amongst other things said: "The work of the Harriman system in giving cheaper tourist rates to Oregon that was being pursued by the lines under its control could not but make Oregon a great state and the Lewis and Clark fair would do more to put Oregon on the map of the world and advance the state materially than had been accomplished in 10 years. Colonel Hofer deplored the fact that there had been practically no railroad extension in Oregon for 29 years, beyond the construction of a few portage roads by the state and a few logging roads by private individuals."

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TERMS OF PEACE.

They Have Been Practically Agreed On.

ST. PETERSBURG, Feb. 22.—Despite the official denials, the Publishers' Press correspondent is in a position to state that the Czar, and his advisers have of late not only discussed the question of peace with Japan, but have also practically agreed upon certain terms which are acceptable to the Emperor, and, it is alleged, are almost identical with those which have been submitted by the Japanese government to Russia through the agency of the German Emperor. It is still denied that such terms were submitted, but it is nevertheless true that they have reached the hands of the Czar.

What Proposed Terms Are. The terms acceptable to both nations, and practically agreed to by the Czar, place Korea under Japanese suzerainty and cede Port Arthur and the Liao Tung Peninsula to Japan. Vladivostok, under the stipulations, is to be declared a neutral and open port in place of Port Arthur, the neutralization of which Japan would not agree to. This feature, it is stated, proved one of the most objectionable to Russia, as it was hoped that the disarmament of Port Arthur and its transformation into a purely commercial port, open to all nations, would end the vexing Manchurian question.

The Eastern Chinese Railway is to be placed under a neutral international administration, and, in order to provide some sort of safeguard for future peace in Manchuria, that country, as far north as Harbin, is to be restored as an integral part of China.

WORTH KNOWING.

England's police army numbers 40,000 men. Fifteen bridges cross the Thames in the London limits. The population of Liverpool is a little over 116 persons to the acre.

The old Ferris wheel has been moved and rebuilt in Chicago with a "tally-ho" car and buffet feature added. Massachusetts is a large shoe producing state. No less than 60,500 sides of leather are weekly cut up into soles for shoes. There are 197,146,420 acres of timber lands in the southern states, and the average yield of these forests is 3,000 feet per acre.

If the entire population of the world is considered to be 1,400,000,000 the brains of this number would weigh 1,022,712 tons, or as much as 96 ironclads of the ordinary size.

The first discovery of coal is quite unknown. The ancient Britons seem to have dug for it; but the first official record we have is an alleged license of Henry III. to dig at Newcastle-on-Tyne in 1234. The first trolley line in America, it is said, was built in 1884 on one of the small piers at Coney Island. The first extensive practical application of the trolley in this country was at Baltimore, Md., August 8, 1885.

The Bank of England has 1,160 officials on its payrolls, which amount to about \$2,500,000 a year, and 1,000 clerks. If a clerk is late three minutes he receives a warning; the fourth time he is discharged at once.

HOUSEHOLD BREVITIES.

Cream of tartar should always be mixed with flour, soda with milk. An ounce of good gelatin is always sufficient to a quart of liquid for any dessert.

A pinch of salt added to the white of eggs will make them beat up quicker and lighter. Three ounces of sugar are sufficient to every quart of milk for custards of any kind.

White meated game should be very well cooked, while dark meats should be served rare. Never use too much flavoring of any kind in baking, especially cinnamon or almond extract.

Keep the soup kettle always tightly covered lest the aroma of the soup escape with the steam. All fresh fruit should be mixed with sugar before filling in pies. A little butter increases the delicacy.

A good Smyrna rug will stand hard wear for ten years—longer than the best carpet will present a respectable appearance. Bread, rolls or biscuits, if washed with butter immediately after baking, will shine nicely and will be softer than if not washed.

Woodwork and floors are now stained with a color called forest green. It harmonizes with draperies and coverings of almost any color. Somebody has discovered that people in France are not playing billiards so much as they did formerly. Over this announcement has arisen a lamentation.

Physicians have joined in it as well as lay admirers of the game. They declare that its disappearance would be a misfortune from a sanitary point of view.

The gains, they say, give just the exercise they need to a great number of people who without it would take no exercise at all. While involving no severe physical exertion, it keeps the muscles in shape, stimulates the circulation, helps the digestion and relieves the nervous system a rest from the ordinary worries of life. In proof of all of which they cite the good billiard table.

For elderly people, for the stout who cannot take much exercise, billiards is pronounced an excellent tonic. So the friends of the game are preaching a revival of its popularity.

GOLDEN GATE CITY LEADS.

San Francisco Shows the Largest Percentage of Suicides—Chicago Ranks Third.

The number of people who voluntarily shuffled off this mortal coil in American and other cities during last year has been investigated by some clever in statistics and the following figures indicate the results: San Francisco leads with the largest ratio, 39.1 per 100,000 of population. Next comes another Pacific coast city, Los Angeles, with a ratio of 29.8. The reader has naturally been looking for Chicago, and that city does, in fact, come next with a ratio of 24.0, followed by the neighboring city of Milwaukee, whose ratio is 22.2. New Orleans was the scene of the self-destruction of 21.8 persons per 100,000 of population, and Cincinnati followed close with 21.2. New Haven is next with 20.9, and then comes the borough of Manhattan with 20.0, though greater New York as a whole is well down the list with a ratio of only 13.6. This is less than Rochester, Indianapolis, Philadelphia, Pittsburgh, Baltimore, Boston, Detroit, Omaha and Louisville, besides all of those specifically enumerated above. As to the foreign cities, Paris leads the list with a ratio of 42, followed by Berlin 36, Vienna 28 and London 23. There were more suicides in Saxony than in any other country, 31.1 per 100,000. In Denmark the ratio was 25.8, in Austria 21.2, in France 15.7, in the German empire 14.3, and Sweden, Norway, Belgium, Great Britain, Italy, the United States and Spain followed in the order given.

The table referring to American cities is somewhat difficult to explain. Why the city of the golden gate, and California, with its glorious climate, its sunshine, its fruit and its flowers, should show the greatest number of suicides seems a mystery, unless the presence of a large Chinese population explains it. The high suicide rate of Chicago is, perhaps, accounted for by the rush and struggle of that great city and the large foreign element it contains—a foreign element, moreover, which comes mainly from those countries where suicide is most frequent. The same is perhaps true of Milwaukee and of Cincinnati. The high rate at New Orleans may possibly be attributed to its relation to France and the ideas and traditions brought here from Paris, the suicide capital of the world. But New York city casts a cloud over some of these explanations. Here are the large foreign populations, the stress and strain of living and working, the poverty, the excitement. Yet Philadelphia, the sleeping city of the humorous parographers, has a higher ratio of suicides than greater New York. And how is it to be explained that New Haven leads all the other New England cities in the number of suicides? St. Paul and Minneapolis lie side by side, but in Minneapolis the ratio is 11.4 and in St. Paul it is but 6.5. It seems that the conclusions must be that there is no method in suicide madness and that the effort to reduce it to rule is doomed to failure.

CARP OUSTING WILD DUCK.

Unless Themselves, They Have Destroyed the Wild Rice Fields in Ontario, Canada.

The singular complaint comes from various parts of northern Ontario that fish are responsible for the disappearance of certain kinds of game. In localities which were formerly noted for the excellent duck shooting which they offered the birds are now not to be had at all. The ducks, geese and other aquatic birds were formerly in the habit of frequenting the large fields of wild rice in the lakes and streams of parts of Ontario, but now these fields have been, in many instances, destroyed by the German carp, which has found its way into these waters. The vegetarian diet of this detestable fish not only ruins the flavor of its own flesh, but exhausts the food supply of some of the most desirable forms of feathered game, says the New York Sun.

The Ontario inspector of fisheries, who has been in northern Ontario for the last few weeks, reports that the German carp has not only become dangerous to other fish, as has been frequently claimed, but that in Cook's bay, Lake Simcoe, where there were formerly hundreds of acres of wild rice, not a spear of that plant is to be seen to-day. The same is true of the Holland river, where there were at one time 1,500 acres of rice. The carp have eaten it root, branch and seed.

The most incredible part of it is that the fish have entirely destroyed the fields in one year. The aquatic birds which visit the locality, finding that all their usual feeding grounds have disappeared, cut short their visit and move away in search of others. The local sportsmen complain, too, that the carp have attacked the beds of wild celery, and that they, too, are almost completely destroyed.

It remains to be seen what the effect of this wholesale destruction of aquatic vegetation will be upon the game fishes of the locality. The fishery overseer of the district declares that it is a question whether the spawn of the muskallonge can be protected and developed without the rice beds. He does not accuse the carp of eating the eggs of the other fish, but states that they keep the water continually disturbed, and that in their presence in these waters must be attributed the decrease in the number of muskallonge frequenting them for spawning purposes.

A Monster Mushroom. Weight three pounds four ounces, circumference forty-five inches, is the description of another monster mushroom which has been gathered at Braconash, Norwich, England.