

JUMPS HIS PROPOSITION.

Simmons Wants the Subsidy and Deeds for Rights of Way before he will Contract for a Railroad.

Much to the disappointment of most everybody in Tillamook county, the last railroad bubble has not turned out as they expected, for there is a difference of opinion between J. E. Simmons and the committee having the matter in charge. It was generally understood that as soon as the subsidy of \$35,000 was raised Mr. Simmons was to place \$5,000 in the bank, whereas he was wanting last week the \$35,000 and the deeds for the rights of way placed in the bank before he put up his money. The committee had a meeting on Tuesday and made a proposition to Mr. Simmons to this effect, that he accept \$30,000, the amount of the subsidy already raised, and that the committee would do all in its power to get the rights of way to the county line, but would not guarantee them. It is not likely that Mr. Simmons will accept that proposition, and in that event it is more than probable that it will fall through until some other arrangements can be made with responsible parties to build a railroad into Tillamook. It amounts to this, Mr. Simmons wants the people of this county to put up their money, while the latter expected Mr. Simmons to put up his money at once. That the citizens had faith in J. E. Simmons and in his ability to construct the road was shown in their readiness to subscribe for the subsidy, which they did in a most liberal spirit and with some amount of enthusiasm at the thought of Tillamook's long bottled-up condition coming to a speedy end. But, alas, when it comes to getting railroad connections or harbor improvements the people of this county are doomed to disappointment—a disappointment in seeing this favored section of country, with enormous undeveloped natural resource, tied up. On account of Mr. Simmons' new conditions the people have lost faith in him and do not expect to see anything come of it, unless he should accept the committee's offer.

We are informed there are two other parties who want to be consulted should the committee eventually decide to drop the Simmons proposition, and on that account there is yet a streak of light on the dark railroad horizon, and something may yet happen, but people should not lose heart, for the recent agitation for a railroad is having a good effect, and if nothing else comes of it, it will help expedite the construction of a railroad when conditions become more favorable.

Following is part of Mr. Simmons' new proposition for a subsidy and the rights of way:

This agreement, made and entered into this 24th day of March, 1905, by and between The Tillamook Railroad, organization of the County of Tillamook, in the State of Oregon, the party of the first part, and J. E. Simmons, principal place of business at the city of Portland, State of Oregon, party of the second part, Witnesseth:

That the said party of the first part, in consideration of one dollar and of the covenants and agreements of the party of the second part hereafter contained, agree to convey unto the said second party, his successors and assigns forever, a right-of-way one hundred feet in width in and over a certain strip of land to be located by survey at the expense of J. E. Simmons, being fifty feet on each side and parallel with the center line of said strip of land, as the same is or may be staked out and located over and across the following described premises in Tillamook & Washington Counties, State of Oregon, to-wit:

Ternial ground, at Tillamook City, as agreed upon, right of way. One hundred feet in width through Tillamook and Washington Counties, to a point on Southern Pacific Railroad between North Yamhill and Hillsboro, or as may be staked out by said J. E. Simmons, connecting with the Southern Pacific Railroad at any point, or any other line independent or otherwise to the city of Portland, Oregon. Together with a subsidy of thirty-five thousand dollars, the subsidy not payable until the road is built to Tillamook City, and then it funds are hard to raise at that time will give you one year more on ten thousand of it at six per cent per annum on good paper. To complete this agreement, the party of the first part shall raise the above subsidy, and then the party of the second part shall have surveyed a permanent line. Then the party of the first part shall proceed to get the right of way over said line, and when secured to be deposited in some bank with the above subsidy. Then the party of the second, J. E. Simmons, shall deposit in some bank five thousand dollars in cash or bonds satisfactory to the party of the first part, that he will complete the road one year from date of the above deposits, or he will forfeit the five thousand dollars on deposit, unless prevented by some unforeseen matter.

Social, April 1st.

The ladies' of the Christian Church will give an entertainment and social at Todd's Hall, on Saturday evening, April 1st, to which all are invited. Ten cents admission will be charged at the door. In addition to the entertainment, fine home-made candies, cakes, pies, etc., will be on sale.

Editorial Snap Shots.

It's all off—with the railroad.
 Don't get disappointed because the railroad thermometer is again down to zero.
 The business man who advertise captures the trade. And it pays to advertise in the Headlight.

This is how a subscriber at Neskown writes: "We like the strong stand you take for the right on all matters. Success be with you."

We wonder how many members of the water commission know from practical experience the life of the pipe that is to be used in the new water system in this country where iron rusts so quickly?

Men who wear celloid collars and buy cheap \$7.50 suits of clothes and who are ready to play checkers with loafers and others, are not the style of men who build railroads which run into the millions.

"Fooled again, Dr.?" Yes; but the next railroad wind bag who comes to Tillamook will be tomahawked so that a post-mortem examination can be held to ascertain where so much "hot air" originates.

Rollie has nothing to prove his assertion that the Oregon Traction Company will soon build to this county. Such statements, which have no foundation whatever, are just a little more railroad "hot air." That is all that it amounts to.

Whatever may be said about the railroad proposition, a vote of thanks is due those who subscribed large and liberal amounts. For once the citizens got together and pulled together for a common purpose. May they continue to pull together in the future.

Probably some people will feel like pulling up stakes and leaving the county on account of the disappointment they have experienced on account of the bottom dropping out of the railroad proposition. It was surprising how many persons boayed themselves up that it was a sure thing this time.

Tillamook county during the past year has reached normal conditions, depending almost entirely upon dairying, and this is liable to be the state of affairs in this county for a number of years. But this is hardly swift enough for some people, hence the desire to sell out and locate in a place where trade is more rushing.

Do not lose heart in Tillamook because the prospects for a railroad looks gloomy. A little more patience and a little more united effort and agitation will do wonders in bring a railroad into this long neglected Coast county. But do not get disheartened because another railroad proposition has jumped the track and become ditched.

Several members of the water commission acknowledged at the meeting the other evening that the new system would not pay for several years. That is tantamount to an admission that it is going to be a financial failure from the start. The city dads are kindly disposed and good natured, so they won't object to footing the bills out of the city finances. They can charge it up to "water cure."

The oft repeated remark that "Tillamook will get a railroad when the time is ripe to move the timber" is beginning to impress the people that a railroad will not be built into this county before that time. And it may be five or more years before this comes about, not that we want to blight one's hope, but looking at it from a business standpoint, we see no prospect for a railroad into Tillamook for several years.

The board of county commissioners will meet on the 10th April for the purpose of opening bids for the construction of a new court house. It seems that the new court house will have to be erected on the old site, unless some other part of town is willing to give a whole block for that purpose. The present site was given to the county by Claude Thayer conditionally, to be used for a court house, but as it is a cock eyed block a new court house would look better on a full lot and away from a blind street. The west end of town might get a hustle on and offer a site for the new court house if they are enterprising and wanting to improve that end of the city. But they do not want to offer a building site with a lot of strings on it.

Here is a practical joke worth repeating. Not long since two well known persons were seen to emerge from the back of the Palace hotel with a bottle of the "citter," and after taking a good drink, hid the remainder. A woman saw what the men had done, and after they had returned inside, the woman played a practical joke on them by purloining the bottle. Becoming "dry" again the men thought they'd like another swig, but their surprise was great when they found that the spirits had flown and there was no telling where. As "spotters" had been watching the house, the whole situation was taken in and we are wondering what is going to be done about it by those who boastfully before election said they were going to enforce the law.

When Pedagogues Disagree.

TO THE EDITOR TILLAMOOK HEADLIGHT.
 DEAR SIR.—The county school superintendent, in giving the result of the appeals of Mrs. Buel and Mr. Crowe in last week's issue of the Tillamook Headlight, failed to state some of the causes which led up to the appeal, as well as a portion of the action of the State board, and also some of the actions of the County Board, which most concerns the public, and especially the other applicants that go to make up the many out of the twenty that failed at the recent County examination.

Mrs. Buel received an official statement of her standings as stated in the last week's issue. Some of the grades she could not account for.

I thought it would be wise to see Mrs. Buel's papers. I asked permission, which was freely granted by the County Supt. I soon discovered a number where no credits had been given for the answer, which I considered was deserving. I asked the County Supt. if he had graded those papers. He said no, not all of them, but that he had gone over all of them very carefully. I called his attention to the above named question. He read it a time or two, and said he did not see how it had occurred, but they had made a mistake in that question. He gave ten credits to the answer, erased the former grade and changed it to correspond. The County Supt. repeated the above stated action until he changed the standing of the respective subjects as follows: Grammar from 61 to 71, Written Arithmetic from 80 to 90, Physiology and Hygiene from 88 to 98, Writing from 70 to 90. The above changes were made by the County Supt., acknowledging the mistakes or oversights he had made. He acknowledged they had graded Mrs. Buel a little hard on certain questions in U.S. History (the only subject which she had failed in, and that by five credits), but said he would not raise them because, they had been lenient in grading other questions. In my opinion he would not do so, because it would have given her a certificate. As an excuse for some of his errors, he said he was just so sleepy and worn out he hardly knew what he was doing a part of the time.

I would advise all applicants in this county who have not secured their positions through the influence of the County Supt. to either see their papers after the examination, or make sure their papers were not corrected when the County Supt. is sleepy.

The County Supt. failed to state that the State Board had raised the grades of certain questions that were appealed to them, both in U.S. History and Orthography. This also proves, it occurs to me, that the County Board could have conscientiously given Mrs. Buel a slight raise also on these questions and granted a certificate to teach had they been disposed to do so.

There is another feature of the examination that our Supt. has not mentioned, that may be of interest to the public. The Supt. upon being questioned as to who the third examiner was, said: Mr. Holt, of Blaine, had been appointed. I had been told by another party that the Supt. said it was not necessary, that they would have but two on the board. Mr. Crowe communicated to Mr. Holt and said he received intelligence from Mr. Holt to the effect that such a thing had never been mentioned to him. Our County Supt. must have had a very sound sleep and visions passed through his mind in some miraculous way to have caused him to believe Mr. Holt had been appointed, when Mr. Holt had no knowledge of the fact at that time.

W. S. BUEL.

Afraid of His Brutal Father.

COTTAGE GROVE, Or., March 27.—J. M. Hanson was arrested a few days ago for unmercifully beating his 12-year-old boy Henry. He pleaded guilty and was fined \$20. The boy had left, but after much persuasion he was induced to return home the next day. After raking a bath he went to the well to get a drink. Suddenly he disappeared and the parents and officers were mystified to know what had become of the lad. Henry was discovered this evening by a little boy under Hanson's house, grabbing the scraps that were thrown out to the dog. The boy subsisted there for three days without coat, shoes and socks, and afraid to re-enter his home on account of his brutal father.

The fate of the crew of the schooner C. A. Klose remains as much of a mystery as when the water-logged and abandoned vessel was sighted Friday. Shipping men generally believe that the crew attempted to escape from the schooner in small boats, and that the boats were swamped in the tremendous seas running. All coasting vessels have been notified to keep a sharp lookout for any small boats adrift, but the chances of the crew's rescue appear slight. Special reports received from Long Beach state that the schooner C. A. Klose which went ashore, is bottom up in the breakers, and can be reached at low tide. Her deck load is scattered along the beach, but her hold cargo is intact. The vessel is expected to be a total loss. Insurance Adjuster Geneaux, of Seattle, and Mr. Beadle, of San Francisco, on account of the owners, are expected to arrive to take charge of the wreck.

MAY BE CUT OFF.

Linievitch Has no Report From His Army.

LONDON, March 29.—The Times' St. Petersburg correspondent telegraphs as follows:
 The entire absence of press and private telegrams from the front, together with a laconic message from General Linievitch tonight dated Harbin and saying, "No reports from the armies," evinces fears that communications have been cut and that the Japanese have turned the Russians' flank.

Prisoners Arrive in Japan.

TOKIO, March 29.—Twenty thousand Russian prisoners captured in the battle of Mukden have already arrived in Japan. A revised unofficial estimate of the Japanese casualties in the battle of Mukden and the Tie Pass place the number at 57,000. Flags captured at Mukden have been presented to the Emperor. General Mayeda, who was wounded at Mukden, is dead.

Maker of Peace.

ST. PETERSBURG, March 28.—Russia has outlined the conditions under which she is preparing to negotiate peace. It was stated tonight, with every semblance of authority, that, thanks to the good offices of the United States and France, the question of peace had assumed practical shape.

LONDON, March 28.—(5:22 P. M.)—A telegram from a Northern European capital, received in London this afternoon says:

"I have just learned on reliable authority that Russia has asked Delcasse to act as intermediary and open peace negotiations with Japan. Delcasse has signified his willingness, but considers that Lansdowne's co-operation is essential to success."

REMARKABLE CONFESSION.

Infernal Machines Blew Up Battleship Maine.

NEW YORK, March 28.—That the battleship Maine, through an error, was destroyed by a bomb of his manufacture, was the statement made by Gessier Rousseau in the Tombs today. Rousseau was convicted yesterday of having sent explosives to the Cunard Line pier, this city, in May, 1893. He made the following statement today:

"For several years, while the Cuban patriots were struggling against Weyler, I watched the contest with deep interest and sympathy. I decided to go to Jacksonville and do what I could to assist the revolutionists. I started from St. Louis, where I had been living during the early part of 1897.

"Before taking a train for the South I got together the material for the construction of two exploding machines of tremendous power, so arranged that they could be wound up and left in a selected place, with the certainty that they would go off with terrible destruction within a few hours.

"At New Orleans I rented a room and put the boxes together, after which I went on to Jacksonville. There I became acquainted with a party of Cuban leaders who were planning a filibustering expedition. They had engaged the Destroyer, a small vessel to take them to Cuba, along with a number of American and European adventurers, who were anxious to strike a blow for Cuban freedom. Several of the leaders of the party are men now well known and I will not mention their names, although I have among my papers a list of them all.

"I suggested to them that they use my machines to destroy Spanish warships in the harbor of Havana and in other ports on the coast of the island. They readily seized upon the idea, and when the Destroyer sailed with the filibusters they took my two machines with them.

"It was my intention to go along with the party so as to direct the work of sinking the Spanish ships, but they dissuaded me, urging that I could be of greater use in Jacksonville preparing other machines if the first proved successful.

"It was planned to have some member of the revolutionary party join the Spanish navy so as to get the machines aboard. If that failed it was decided to fasten one of the boxes to the hull of a ship under the water line, for I had fixed my machines so that they could be exploded under water. That was late in the fall of 1897. The next spring the Maine was destroyed.

"Only one of the men in the secret of the machines ever returned to America. I saw him some time after the war with Spain had begun. He told me he had nothing to do with the boxes after reaching Cuba, but had been told a mistake had been made.

"The man who had been entrusted with the task of destroying a Spanish vessel attempted to fasten a box during the night to one of Alphonso's warships, and blundered into blowing up the Maine. I was told that the man, immediately after learning of the error he had made, committed suicide."

Rousseau said he had attempted to blow up the statue of Frederick the Great in Washington because he did not wish to see the statue of a King in America. He added that he was not an anarchist or a nihilist, and that he had made no effort to supply exploding machines to the Russians.

Gets Ten Years.

CLEVELAND, March 27.—Unless the higher court interferes, Mrs. Cassie L. Chadwick will spend the greater part of the next ten years in the Ohio State Penitentiary. A sentence of ten years was imposed on her by Judge Robert W. Taylor in the United States District Court today.

Mrs. Chadwick was convicted on seven counts and sentenced upon six counts. For four of these counts a sentence of two years each was imposed and upon two counts a sentence of one year each was imposed, making a total sentence of ten years.

As soon as the sentence was pronounced, J. P. Dawley, counsel for Mrs. Chadwick, took exception to the sentences upon each count except the first. The defense intends to make the claim that the court cannot impose a separate sentence for each count; that the law applies to the general charge instead of each incident of a general charge. The various counts of the indictment are considered by the defense to refer only

to details of the general offense. This point will also be contested in the higher court, as will the other points which resulted in conviction.



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