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**The Tillamook Headlight,**

**LEADING CITIZENS ARE WARMED UP.**

**Want Slough, Bay and Bar Improvements to be Started at Once.**

Last Monday the leading citizens of Tillamook City had the matter of bay and bar improvement under discussion again, and the interest that was taken in it shows that they are fully determined that active measures be taken to carry out these projects with as little delay as possible. This was brought about on account of a petition being filed with the County Clerk calling for an election to incorporate the Port of Bayocean, which will embrace the territory south of Tillamook Bay not incorporated in the Port of Tillamook. President Webster Holmes called a meeting of the Tillamook Commercial Club at nine o'clock on Monday morning to confer with Mr. A. A. Russell, representing the Bayocean interests and the members of the Port of Tillamook. There was a large attendance of business men and the discussion took up the whole of the morning. Mr. Holmes, in calling the meeting to order, briefly stated that as a petition had been filed to create a Port at Bayocean, that the Club and the Port of Tillamook should give the new Port its approval and they should work together to bring about the desired results.

Attorney George Willett made a motion that the club give the Bayocean proposal its hearty support which was carried unanimously, and was as follows:

"Resolved: first that we heartily endorse the proposed new Bayocean Port project; second, that we urge upon the directors of the Port of Tillamook the necessity for immediate action in the employment of a competent engineer to prepare plans and estimates for the improvement of Hoquarton Slough and the southwest or Sturgeon Channel; third, the issuing of \$600,000 in bonds to carry out in connection with Bayocean said improvement, the balance to be used on the bar improvements."

Mr. A. A. Russell outlined what he thought the Port of Bayocean would do when incorporated. He said he was decidedly in favor of improving what is known as the Sturgeon Channel, for this would give a 16 to 20 foot channel in their territory on the bay, or from a point half a mile from Dick's Point to the mouth of the bay, which, after once being opened up, would cost little to keep up. Mr. Russell thought that the south side of the bay was the most logical for factory sites and where shipping could secure safety from the storms and a deep channel. He was heartily in accord with co-operating with the Port of Tillamook in getting the work started.

Mr. H. T. Botts, president of the Port of Tillamook, advanced some ideas as to what should be done. He had interviewed Major Morrow while in Portland, and that gentleman, after giving a little attention to the matter, had stated that it would take from \$15,000 to \$20,000 a year to maintain the middle channel.

A general discussion ensued and it appeared to be the opinion of the citizens that the water front should be widened from 200 to 300 feet, to be taken off the Holden estate, and instead of making the channel in the slough to the bay 16 feet, it would be best to obtain ten feet at low water first. Most all who participated in the discussion were in favor of the Sturgeon channel as being the most desirable and less expensive in keeping up. As Mr. Russell had promised to look after this channel on the bay, this would relieve the Port of Tillamook expending a large amount of money on the bay and would give it more money to appropriate for bar improvements. It was pointed out on the charts how the Port of Bay City could cut a channel across the mud flats and connect with the Sturgeon channel.

The question of bonding the Ports created some difference of opinion. There were those who wanted to bond to the full extent, use what money was necessary for harbor improvements and with the remainder start in to improve the bar at once, provided the government engineers would give credit for the money expended when government funds were available. Others objected to this, who contended that the Ports should only be bonded to the extent of harbor improvements, and when the government had appropriated a certain amount for bar improvements it would be ample time then to issue further bonds, as it would be sever-

al years before government aid could be obtained.

In the afternoon the members of the Port of Bay City made a hasty visit to this city, but after Mr. Botts had fully explained the situation they were perfectly satisfied with what had been done, their whole aim being the improvement of the bar.

**A National Highway.**

Extensive repairs are being made on the National Highway, the famous turnpike connecting the Middle West with the East, and which is also known as the Cumberland road from the fact that it passes through one of the most scenic parts of the Allegheny Mountains—Cumberland gap.

Several of the states through which this thoroughfare passes are doing their part toward repairing it—Pennsylvania is resurfacing its part, and many counties in Ohio and Indiana are doing what they can to mend it. Hopes are also entertained by motorists interested in the promotion of good roads throughout the country that the Federal Government may yet be persuaded to co-operate with the states in a scheme for the reconstruction of this pike all the way from Cumberland, Md., to its western terminus, St. Louis, Mo., a distance of nearly 800 miles.

With the rehabilitation of this highway motoring would receive another acquisition in the good roads movement, while tourists would be provided with another drive connecting the East and West, more beautiful by far than the course now usually taken across Northern Indiana, Ohio and New York.

The Cumberland road is a national highway, built by the government in the early part of the nineteenth century to bind together the East and the West and help the nation to grow. Its purpose was not primarily that of a pathway for travel, but to furnish a practicable route for the transportation of freight.

Cumberland, Md., was chosen as the starting point of this road, because it was practically the head of navigation, being connected with Washington and the Potomac by the Chesapeake and Ohio Canal. From Cumberland it ran to Washington, Pa., then to Wheeling, W. Va., Columbus, Ohio; Richmond, Ind.; Indianapolis, Terre Haute, Vandalia Ill., and finally to St. Louis.

This highway was the longest and straightest ever built by any government, and the total cost paid out of the United States Treasury was about \$7,000,000. The total width of the road was 66 feet, of which 32 feet was grade and 34 feet was macadam. At the present time a good deal of this national highway is in fairly good repair. At a moderate cost it is believed that it could be brought to a high state of perfection, furnishing the most ideal tour for motorists driving to either the East or Middle West. This is the hope of those promoting the interests of the good roads movement, and there is a chance that the famous old "pike" may yet be restored to some of its ancient glory.

Mexican insurgents have ceased to count on the border of the United States at their base of operations. Uncle Sam is a stickler for neutrality and will keep the upper hand there in shooting irons.

A Mexican insurrecto says he will order his men to fire if Americans cross the border, and adds that "It will be a quick way to end the matter," which is undoubtedly true as far as that particular insurrecto command is concerned.

England and Germany have vast interests in Mexico and are evidently willing that Uncle Sam should protect them at any cost to Uncle Sam. Protecting other countries seems to be one of the chief duties of the United States Government.

Despite the efforts of the American Government to soothe the sensibilities of the Mexican authorities, the situation carries possibilities of trouble for our government. In answer to a protest from Gen. Diaz, our war vessels on each coast are to leave the vicinity of Mexico as soon as possible. No more troops are to be sent to Texas at this time. It is also intimated that the idea of joint maneuvers for the army and navy in Texas and adjoining waters may be given up, although so far as known, no objection to these has been made by anybody connected with the Diaz regime. If this plan should be abandoned it would mean that the United States would spare no pains to save the susceptibilities of the Mexican Government. Finance Minister Limantour in New York and Ambassador de la Barra in New York and Washington are doing a good deal of talking here for their government, and some of the things which they say are evidently receiving the attention of our authorities.

**SAW ITS STRONG POINT.**

**Story of Harriman's First Purchase of a Railroad.**

One morning in the early eighties Harriman walked into his office and without any previous warning announced the purchase of his first railroad.

"Where'd you get the money for it?" asked his partners.

"Never mind; I got it," said Harriman.

The road was the Soda Bay and Southern, running from Lake Ontario to Stanley, N. Y. It was thirty-four miles long and owned two crippled locomotives, two passenger cars and seven freight cars.

"It isn't even a real good streak of rust," said a man who looked over it for him.

Harriman pulled out his map. He was studying railroad maps even then. "It's got the best harbor on the lake," he said. "The Pennsylvania road has got to buy it."

He started to build a big grain elevator and to improve the track. A few months later he disappeared from his office for several days and returned with a check for \$200,000. He had sold his road to the Pennsylvania railroad.

"They had to have it," he said. "They saw it as soon as I showed it to them."

"But I saw it first," he added.—McClure's Magazine.

**THE SOUP PLATE.**

**A Seventeenth Century Cookbook Tells Why It Was Invented.**

A valet of Louis XIV. published a cookbook in 1655 in which he gives as follows the reason for the invention of the hollow soup plate:

The plates of the guests will be hollow in order that they may help themselves to as much soup as they may want without being obliged to take it spoonful by spoonful because of the disgust they may have for one another on seeing the spoon go from the mouth to the tureen.

Guests, it will be seen, used their own spoons to fill their plates, the large spoon to be used for serving the soup not being invented till some time later.

Yet even a hundred years after the invention of the soup plate (1749) a work on civility advised that all the dishes should be so placed on the table that every one could reach them with his spoon and that if the soup was served in a dish (tureen) every one should help himself with his own spoon without seeming to be in a hurry.

A work on manners that appeared just before the French revolution deemed it best to advise its readers that it was impolite to pass the spoon back and forth between the mouth and the tureen.

**Difficult Horseback Feat.**

There are no better horsemen in the world than the cavalry officers of the Italian army, yet even among them there are very few who could perform the feat achieved by one of them. To run an ordinary foot race is easy enough, but to run at full speed for several hundred yards holding in one hand a spoon on which rests an egg and to reach the goal without dropping the egg is a feat which must be practiced carefully a long time before it can be performed successfully, and as a result there are not many who can be sure of accomplishing it whenever they try. Great, therefore, was the surprise when an Italian officer mounted on horseback performed this difficult feat. Moreover, he selected a course in which there were two or three high fences, and these he cleared at full gallop without losing the egg.

**Time For Stillness.**

Mrs. MacLachlan was kind to her American boarder, but she did not propose to allow her to overstep the limits of a boarder's privileges, and she made it very clear. One Sunday the boarder returning from a walk found the windows of her room, which she had left wide open, tightly closed.

"Oh, Mrs. MacLachlan, I don't like my room to get stuffy," she said when she went downstairs again. "I like plenty of fresh air."

"Your room will na' get stuffy in one day," said her landlady firmly. "I was never our custom, miss, to hae fresh air rooshin' about the house on the Sabbath."

**Too Strong.**

"My boy tells me you discharged him," said the late office boy's mother. "You advertised for a strong boy, and I certainly thought he was strong enough."

"Madam," replied the merchant, "he was too strong. He broke all the rules of the office and some of the furniture in the two days he was with us."

**His Fishing Trips.**

"Pa, where do you go fishing?"

"My son, I never go fishing nowadays."

"Well, Mr. Snarler said last night you were always throwing a sprat to catch a mackerel."

**Courage.**

Courage that grows from constitution often forsakes the man when he has occasion for it; courage which arises from a sense of duty acts in a uniform manner.—Addison.

**Made Up by Herself.**

Sillicus—We hear of many self made men, but seldom of a self made woman. Cynicus—How about the woman whose face is her fortune?—Philadelphia Record.

The man who owes everything to his wife seldom pays it back.—Life.

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