

ENGINEER'S REPORT.

Port of Tillamook will Not Bond for \$450,000 as Previously Planned.

STATEMENT BY PORT.

Will Build a Dredge and Improve the Channel to the Bay.

Engineer Lockwood has filed his report with the Port of Tillamook in regard to the improvement of Hoquarten Slough and the channel to the bay. Although Mr. Lockwood has made no mention of the proposition to appropriate money for the improvement of the bar, he has advised the port not to spend money on a north jetty, and as to the most desirable channel in the bay, owing to the government building the jetty, he appears to be somewhat doubtful whether the government engineers would allow an opening to be made in the jetty to open up the Sturgeon Channel, which would cost less for maintenance, so he recommended the south channel.

In consequence of this the Port of Tillamook has practically decided not to bond the Port for \$450,000, but may do so to the extent of from \$50,000 to \$100,000 to build a combination dredge, as recommended by engineer, and as it will only take about \$50,000 or \$60,000 to do the work improving Hoquarten slough and channel on the bay, it may be that the Port will raise this amount by taxation, covering several years. When the Port of Bayocean is elected and organized, a proposition will be made to open the Sturgeon channel, and as the south side of the bay is needing deep water facilities, the Port of Bayocean would take care of the channel on the bay from Dick's Point to the mouth of the harbor, which would be a saving of from \$8,000 to \$10,000 to the Port of Tillamook which it will have to spend improving the south channel from that point to Bay City, and would be a saving as well to the Port of Tillamook in not having to maintain a channel on the bay in future.

The Report.

Your proposed work of improving the channel from Tillamook City to lower bay naturally separates itself into two divisions, viz: 1st, From the head of Hoquarten Slough to the mouth of Trask River, a distance of about 9000 feet when following the route proposed. 2nd, From the mouth of Trask River to deep water in the lower bay—"a" about 3/4 miles to the desired point in the south channel, and—"b" about 4/4 miles to the desired connection in the main channel.

The kind of material, the method of working and disposing of the same, and the cost per cubic yard of material moved, will be quite different on the upper and lower sections.

Your proposed channel, width and depth of 100 feet wide by 10 feet deep, is proper and sufficient for the present depth on the bar, for the short curves and bends in and is in about the correct ratio the channel in Hoquarten Slough. Any great expense in eliminating curves in this section would not be justified for a ten-foot depth, as any vessel which can navigate on that draft will not have any great difficulty, nor much if any additional expense, in passing over the route shown on the plan submitted herewith as against one with the other bends eliminated. As your traffic increases, and a deeper and wider channel are required, you will undoubtedly find it advisable to further straighten the alignment, but at the present time you should limit the changes in the slough to making the two cut-offs shown and to easing off and widening out at the other curves to about 150 feet as indicated.

The material in this section is largely silt and clay, with many snags, roots and sticks in it. The only places of disposal available are on the low land along the channel or on the tide flats in the lower bay. The first is the better plan as it requires less plant and will improve the property.

I estimate that it will be necessary to remove about 150,000 cubic yards of material on this section for the channel work, 155,000 yards for the cut-offs, and 50,000 cubic yards for a basin 600 feet long and 100 feet addition width at the upper end, a total of 355,000 cubic yards for the section.

Stillwell Ditch should be closed (with permission of the U. S. Engineer Department) during the progress of the work. This is the only change in the river channels that I can recommend you to consider at the present time, and after

it has been done, I think that your maintenance expense on the upper section will be practically nothing.

Below Trask River the material is largely sand and gravel, and I estimate that your proposed work will require the removal of about 80,000 cubic yards of material per mile. This can all be placed on the tide flats adjoining the work.

The choice of routes on the lower section lies clearly with the south channel, as the estimated amount of material to be excavated by that route is 300,000 cubic yards as against 380,000 cubic yards via the main channel, and the maintenance charge is sure to be materially less.

By the south channel you avoid all silt from the Wilson and Kilchias Rivers and your maintenance expense will be limited to moving the silt from Trask and Tillamook Rivers. You will certainly save half of your maintenance charge in keeping the south channel open as against the expense via the main channel.

If you have the work done by contract your bids would probably not be less than 25c per cubic yard on the upper, and 15c per yard on the lower section. Your maintenance work you could probably not let by contract to advantage (if at all) as it must be done annually and will be so small in amount as not to justify the expense of bringing a proper plant to do it. The amount of material to be moved annually for maintenance of the channel can only be guessed at, but it should not exceed 30,000 cubic yards for the south channel, nor 60,000 cubic yards for the main channel route.

The question of maintenance almost compels you to provide the necessary plant and do the work under your own supervision, and if you can secure the proper plant, and have it operated efficiently and economically, this is the best and cheapest method.

I consider that the best, and in fact the only kind of a single dredge that could do all of your work would be a small hydraulic, pipe line machine, with a rotary cutter, strongly built so that it would not break down when digging out snags. A machine of this kind would cost, complete, \$50,000.00 to \$60,000.00. It should do the work on the upper section for 10c to 12c per cubic yard, and on the lower section for 4c to 6c per yard. On maintenance work the cost would be 10c to 12c per cubic yard, and it would be necessary to add care-takers expenses when the dredge was laid up, which would probably be about \$200.00 per month. The chances are, however, that the latter can be ignored as the history of almost all harbor improvements is that the more work is done, the more the population and commerce increases and the more there is to do.

I wish to call your attention to the fact that a channel is useless without terminal facilities, and the Port should acquire water front located so that it can provide wharves and landing places when they are needed.

The time required for building a dredge and doing the above work will be about three and one-half years.

Port Makes Statement and Calls Public Meeting.

Several weeks ago the Port of Tillamook authorized its president to employ a competent engineer to advise the Port as to the best plan for it to follow in making improvements of the Bar, Bay and Hoquarten Slough, which the Port was wanting to carry out. The services of Mr. J. B. C. Lockwood, consulting engineer of the Port of Portland for the last ten years, were secured, but previous engagements made it impossible for Mr. Lockwood to come to Tillamook until last week. After coming to Tillamook Mr. Lockwood has gone over the situation with the Board of Commissioners, and has made a report, which is being published in the newspapers in full.

The Port has accepted this report, and has adopted the plan outlined by Mr. Lockwood, as shown by the following Resolution, adopted May 23rd:

"Resolved, that the Port of Tillamook accept the report submitted to it by J. B. C. Lockwood on May 23rd, 1911, and adopt the plan for the improvement of Hoquarten Slough outlined in said report. The matter of connecting the channel from Tillamook City with the channel in the Bay to be determined later. That of the bonds heretofore authorized by the Port not more than \$100,000.00 be sold, to be applied only to carrying out the plan outlined in the Lockwood report."

As can be seen by reading the report the total expense of the plan will be about \$100,000.00, as this will pay for the dredge and more than one year's operating expenses.

Upon computation it has been found that if \$100,000.00 is issued

in bonds an average tax levy of two mills, based upon the present valuation, will carry out the work outlined in this report, paying interest and maintenance charges and provide for the retirement of the bonds by the time they mature.

It has never been the intention of the Port to issue any bonds in this matter until it should have the advice of a thoroughly qualified engineer as to what was advisable for the Port to undertake. Having procured the advice of Mr. Lockwood in this matter, the Port has taken action as stated above.

In order to have the proposed plan thoroughly understood the Port Commission has called a public meeting to be held at the Commercial Club, next Thursday, June 8th, at 1:30 p.m., where the whole matter will be discussed. All are invited to attend this meeting so that whatever objections there may be to the Port's actions may be discussed, and the wishes of the people in regard to the matter ascertained. Those opposing the former proposed bond issue are especially invited to attend. The Port Commission wishes, as far as they can learn what is wanted, and it is for this reason they have called this meeting.

It is hoped that a large attendance may be had so that the Port may know that it is either supported by the people, or if they are disappointed, where the trouble lies, and see if all cannot get together on some plan which will be supported by the people generally.

CONTEST FOR QUEEN

Of Tillamook Float at Rose Festival Ends.

The contest for the queen of the Tillamook float at the Rose Festival in Portland closed on Wednesday evening at the Commercial Club rooms, when Miss Ollie Case was the winner, the proceeds netting \$104.00.

- Miss Ollie Case 556
- " Jennie Wooley 407
- " Vida Rogers 47
- " Gladys Beals 18
- " Dolan De Lillies 13
- " Veronica Melchior 6

Governor West Reduces Holman's Fine.

Sheriff Crenshaw received a message from Governor West on Monday to release Thomas Holman from the county jail upon the payment of \$750, which was immediately paid and the prisoner released from jail. Holman was fined \$1,000 by Judge Galloway at the last term of the circuit court for contributing to the delinquency of a minor, to which he pleaded guilty. Since Holman was sentenced an effort was made to get him out of jail, and finally the governor allowed a reduction in the fine. When the sheriff released Holman on Monday he told him to leave the county at once, which he did, having but a few minutes to pack up and take passage on the Golden Gate.

Vote of Condolence.

Resolved, that the members of M. Hebo Lodge, No. 221, I. O. O. F., extend their heartfelt sympathy to Brother John Creecy, in the recent loss of his father, and that a copy of this resolution be sent to the different newspapers in the county; also a copy to be sent to our brother and a record of same made in the minutes of this lodge.

- Committee,
- W. J. GILBERT.
- S. C. WOODS.
- J. H. HOLGATE.

Dairy Farm for Sale.

My ranch of 195 acres, mostly all river bottom land, either all or 80 acres all bottom land, together with 14 good milk cows, 1 span of horses, 1 set of harness and all necessary machinery to run a first class dairy farm, a good 8 room house, good barn and dairy house and other buildings, 1 mile from High School and Public School, and 1 mile from cheese factory. Terms easy. H. H. Tubbsing, Nehalem, or enquire of H. C. Kunze, Tillamook.

Notice of Administrator's Sale of Personal Property.

Notice is Hereby Given,—That by virtue of an order of the County Court of the State of Oregon, for the County of Tillamook, made and entered on the 24th day of May A. D., 1911, I will, on and after the 13th day of June A. D., 1911, offer for sale at private sale for cash in hand at the farm of John Hickey, deceased, near Balm, in Tillamook County, Oregon, the following described personal property, to-wit:

- 3 Yearling Steers,
- 2 Cows,
- 2 year old heifers and steers,
- 2 horses and harness,
- 4 sheep,
- 3 lambs,
- 1 tedder,
- 1 spring harrow,
- 1 mower,
- 1 plow,
- 1 wagon,
- Household goods and tools.

JOHN HICKEY,
Administrator of the estate of John Hickey, deceased.

For Sale.
Good Sewing Machine, only \$8.00.
15 Vol. International Encyclopedia, only \$10.00.
H. R. SALISBURY.

Jersey Bull for Sale.
A well bred Jersey Bull for sale. Will sell reasonable. William Maxwell.

Cattle to Pasture.
Wanted, cattle to pasture at the Netarts sand spit. Enquire of Hodgdon Bros., Fairview.

Lost.
Lost a roll of poultry netting, 2 foot wide, near Fairview Creamery. Finder will please communicate or leave same at the Headlight office.

Call For Warrants.
All county general fund warrants endorsed prior to Jan. 1, 1911, will be paid upon presentation. Interest ceases this 10th day of May 1911.
B. L. BEALS, Co. Treasurer.

Warning.
All persons are hereby warned not to purchase a certain Promissory Note given by the undersigned to George Vanderveer for \$225.00 without interest, due payable some time next October. Said note was obtained from me by fraud.
T. L. MCFALLS.

Pasture to Rent.
Pasture to rent.—Enquire of Emmett Bales, Tillamook, Ore.

For Sale.
A heavy team, 5 and 6 years old; also heavy harness and new 3-inch Mitchell Wagon with box. Enquire of C. L. Wooley, Beaver, Ore.

Foley Kidney Pills contain just the ingredients necessary to regulate and strengthen the action of the kidneys and bladder. Try them yourself. Chas. I. Clough Co.

F. S. Rexford, 615 New York Life Bldg., Kansas City, Mo., says: "I had a severe attack of a cold which settled in my back and kidneys and I was in great pain from my trouble. A friend recommended Foley Kidney Pills and I used two bottles of them and they have done me a world of good." Chas. I. Clough Co.

Whooping cough is not dangerous when the cough is kept loose and expectoration easy by giving Chamberlain's Cough Remedy. It has been used in many epidemics of this disease with perfect success. For sale by Lamar's Drug Store.

Makes Home Baking Easy

ROYAL BAKING POWDER
Absolutely Pure
The only baking powder made from Royal Grape Cream of Tartar
NO ALUM, NO LIME PHOSPHATE



Your Neighbors Experience.
How you may profit by it. Take Foley Kidney Pills. Mrs. E. G. Whiting, 360 Willow St., Akron, O., says: "For some time I had a very serious case of kidney trouble and I suffered with backaches and dizzy headaches. I had specks floating before my eyes and I felt all tired out and miserable. I saw Foley Kidney Pills advertised and got a bottle and took them according to directions and results showed almost at once. The pain and dizzy headaches left me, my eye-sight became clear and today I can say I am a well woman, thanks to Foley Kidney Pills." Chas. I. Clough Co.

Work Will Soon Start.
after you take Dr. King's New Life Pills, and you'll quickly enjoy their fine results. Constipation and indigestion vanish and fine appetite returns. They regulate stomach, liver and bowels and impart new strength and energy to the whole system. Try them. Only 25c at Chas. I. Clough's.

Painless Dentistry


is our pride—our hobby—our study for years and now our success, and ours is the best painless work to be found anywhere, no matter how much you may. Compare our Prices.

- We finish plates and bridge work for outside patients in one day if desired. Painless extraction free when plates or bridge work is ordered. Consultation free.
- Wax Crowns \$5.00
- 22 Bridge Teeth 4.00
- Gold Fillings 1.00
- Enamel Fillings 1.00
- Silver Fillings .50
- Good Rubber 5.00
- Plates
- Best Rubber 7.50
- Plates
- W. E. WISE, Practitioner on Masons
- W. E. WISE, Practitioner on Masons
- W. E. WISE, Practitioner on Masons

Wise Dental Co., Inc.
Painless Dentists
Falling Building, Third and Washington, PORTLAND, ORE.
Office Hours: 9 A. M. to 5 P. M. Sundays, 9 to 1

DAILY AUTO STAGE LINE
Between
TILLAMOOK and SHERIDAN.
J. W. Bewley, Proprietor.


HARNESS, COLLARS, etc.
You Use Them.
We Sell Them.
W. A. WILLIAMS & CO.,
Next Door to Tillamook County Bank.



The Reliable Route
Steamer
"Sue H. Elmore"
(CAPT. P. SCHRADER)
Tillamook & Portland.
Leaves Portland, Couch St. Dock
Every Tuesday, Arrives Tillamook
Wednesdays.
Sailing for Portland, every Thursday or Friday
according to Tides.
PACIFIC NAVIGATION COMPANY.
B. C. LAMB, Agent. S. ELMORE & CO,
Lamb's Dock, Tillamook, Ore. General Agents, Astoria, Ore.
I. W. W. BROWN, Agent,
Couch Street Dock, Portland, Oregon.

If your glasses are broken, send them to me at McMinnville, Ore.
I have an up-to-date grinding plant there and will attend to all repair work promptly.
Henry E. Morris,
I will make trips to Tillamook about every two months.

INFORMATION by TELEPHONE
PEOPLE are not leaving so much to chance in these days of universal telephone service. Instead of risking disappointment they telephone and get the facts.
Will school be held on a stormy morning, will your friend be in if you call, what does the weather man predict and when does the train leave—are samples of myriads of questions constantly passing over the wire, and being answered by the proper authorities.
There are also questions to be asked about the telephone service, how somebody can be reached over the Bell Long Distance Telephone and what it will cost, and similar questions, which are being answered by the information operators.
THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY.
Every Bell Telephone is the Center of the System.



For Sailing Dates of Golden Gate for June.
See next week's issue.