

Seaport Addition.

Inspect, Investigate

Drew Addition.

These-Two-Properties.

Keep your investment eye on SEAPORT ADDITION to Tillamook that your keen vision may be fully awake to your opportunities.

WHY?

For this property holds the key to the future water transportation of Tillamook Bay.

For it has the command of the fresh water harbor.
For it is absolutely removed from the destructive toredo belt.
For it is the only harbor on the bay sheltered from wind and storm.
For it has the natural fresh water empoundment for saw logs.
For nature has provided the only adequate deep water channel for commerce.

For it is bound to be the second largest Commercial Port in Oregon within 10 years, and from an investment standpoint these strong factors mean much to you.

For it is the logical and geographical Point from which the vast timber belt of Tillamook County must be Concentrated for water transportation.

For it is in Close Proximity to Portland and its Vast Market advantages and should equal if not Surpass Portland as a Lumber Manufacturing Point within 20 years.

CLARK-CANNON CO.,

274 OAK and 80 FOURTH STREETS - PORTLAND, OREGON.

Phones: Main 5407, A 3252.

ROLLIE W. WATSON, Tillamook, Oregon.

One of the epoch making events of Tillamook county which has been anticipated and looked forward to for the last 20 years will take place on May 25th when Clark-Cannon Company, of Portland, and Rollie W. Watson, of Tillamook, open their campaign for mill and factory sites in Seaport Addition to Tillamook, thus assuring deep water transportation for Tillamook and contiguous territory and adding one more large feature to the transportation facilities and insuring the requisite mills and factories at the head of deep water transportation, only one mile from the center of Tillamook City.—Oregonian, May 21st.

For 30 Days

Drew Addition

\$400 the Lot.

10 Per Cent Cash---TERMS, \$10 a Month.
5 Per Cent Discount for Cash.

Your choice of lots without Restriction as to Location or Merit at \$400 the Lot and during the month of JUNE ONLY. The terms are such that you should not let this opportunity pass. The merit of the property is without question. GET BUSY. WHY YOU SHOULD BUY IN THIS TRACT:

- Reason: 1.—Introductory Price of Lots.
- 2.—On main traveled road of Tillamook.
- 3.—Principle 10 inch Water Main of City.
- 4.—Street Paving within one block.
- 5.—Close in to Business Section.

6th—On Second Avenue East and Stillwell Avenue where property values are on the upward trend.

The above are a reasonable half-dozen statements of facts. Come in and we will tell you a dozen more reasons why you should look at this property. Make an appointment.

ROLLIE W. WATSON,
AGENT.

Advertising Rates.

LEGAL ADVERTISEMENTS:	
First Insertion, per line	\$ 10
Each subsequent insertion, line	5
Business and professional cards,	
1 month	1 00
Homestead Notices	5 00
Timber Claims	10 00
Locals per line each insertion	5
Display advertisement, an inch,	
1 month	50
All Resolutions of Condolence and	
Lodge Notices, 5c. per line.	
Cards of Thanks, 5c. per line.	
Notices, Lost, Strayed or Stolen,	
etc., minimum rate, 25c. not exceeding	
five lines.	

RATES OF SUBSCRIPTION.

(STRICTLY IN ADVANCE.)	
One year	1.50
Six months	.75
Three months	.50

Entered as second class mail matter July, 1888, at the post office at Tillamook, Ore., under the act of March 3, 1879.

The Tillamook Headlight.

Editorial Snap Shots.

The Tillamook Commercial Club will make an effort to procure a Carnegie Library.

The get together spirit last week, in which the Commercial Clubs of Tillamook, Bay City and Nehalem played an important part in the entertainment of the Portland business men, showed what united effort for a common cause can do.

All honor to the ladies of Nehalem who decorated the excursion train with beautiful fresh flowers. That was another instance that showed the right spirit towards the visitors. The Tillamook club dolls its hat to the ladies of Nehalem.

We would like to suggest to those who are advocating convict labor on the lighthouse house road, why wouldn't it be a more sensible stunt to have them finish the Netarts road or start work on the Bayocean road? If that will cut down the cost of completing and building these roads and get them completed as quickly as possible it will be a good thing.

We want to say that we have some liberal and broad minded business men in this city, who are deserving of commendation. As an illustration of this, when the committee called on them for a little money to entertain the Portland business men, there were quite a number who said if the stipulated amount was not sufficient to cover the expenditure, to call on them for more. That is a proper spirit when some public function is taken in hand for the benefit of the city and county.

L. Samuel, who is founder and general manager of the Oregon Life, was one of the Portland business men who visited this county last week. Although he has lived in Portland for 40 years, that was his first visit to this much favored spot. But what we liked about Mr. Samuel was his address in advocacy of patronizing home industries. He showed that in patronizing home industries it helped to create a pay roll for Tillamook City. It was not the proper thing, when large sums of money were invested in industries, and which gave a city a pay roll, for the people to trade elsewhere. That was the gist of Mr. Samuel's remarks, and we hope that it will help create a stronger sentiment in favor of patronizing home industries, for the way to foster them and to increase a pay roll is to patronize them. For instance, every thousand feet of lumber manufactured in this city means so many dollars put in circulation and every thousand feet of lumber shipped in means the same amount of money taken out of circulation which goes to create a pay roll in some other place. The same thing applies to the baker, the laundry, and other home products and industries. "Made in Tillamook City" would be a good thing to label home made products.

We admire the boosting spirit of those who circulated the petition to have the County Court open up and improve the old lighthouse road so that automobiles can get to Netarts this summer. No one doubts for one moment but what it would be a nice thing to have

the road put in shape for summer travel. On sober second thought let us go over the situation. Thousands of dollars have already been expended on the Netarts road to make it a good wagon road for summer and winter travel, which the settlers and property owners in that section are entitled to, and it is our impression that it is the intention of the county court to complete this road as soon as money is available. We take the position, in all due deference with those who differ with us, that it would be far more sensible to spend several thousand dollars for a permanent road for travel at all seasons of the year than to expend money slashing out the old lighthouse trail for a summer road for automobiles. Those who advocate the lighthouse road claim that automobiles could reach Bayocean by that route. Our impression is that a large amount of money would have to be expended on some of the steep grades before they would be able to do so. We are just as big a booster as anyone for good roads, but let us first obtain roads that are of commercial benefit to the settlers. That is the reason why a road should be built to Bayocean on the south side of the bay, which the business men and property owners subscribed large sums towards building, and after the showing that the Tillamook Commercial Club made in behalf of that road, we understand that it is the intention of the County Court to build the road as soon as the right of way is straightened out.

Two of Capt. Amundsen's trained companions helped him discover the Northwest Passage as well as the South Pole. Happily, old friends will not go out of fashion.

The University of Missouri will not encourage students of farming who want to graduate without knowing how to hitch a horse. Information on how to trade a horse will be left to natural abilities.

Mr. Bacon, our ambassador returning from France, intended to come over on the Titanic, but was delayed. He is a lucky man in two ways. If he had gone down, his luck would have been hard, and if he had survived he would now be under suspicion of having left a girl behind him.

PAPER RAILROAD HOLDS UP BAYOCEAN ROAD.

Obtained Right of Way Over State Tide Land Without any Provision when to Build the Road.

The building of the proposed wagon road from Tillamook City to Bayocean is held up on account of the fact that in granting a right of way over State tide lands in Tillamook Bay to the Tillamook Bay Railway & Navigation Company, the State Land Board did not stipulate when work was to commence or when the railroad was to be completed. The company that obtained the right of way from the State have done nothing towards building the road and from what can be learned do not propose to do anything for several years, and who are now standing in the way of public improvements. To give Bayocean and the property owners on the south side of Tillamook Bay a way out, the County Court had the proposed road surveyed by the County Surveyor, who prepared plans and specifications and estimates of cost last winter, as it was the intention to have the road built this year. The road was to be built by the united aid of the County Court, the property owners and money raised by subscription in Tillamook City. The estimated cost of building the road, was between \$40,000 and \$50,000 for a 16 foot road, which would be on a water level grade. It was found that the county and the railroad surveys, at several important points, go over the same tide land. Those who obtained the right of way for the railroad will not concede any of their rights, and the County Court is reluctant to proceed with the building of the county road, as the cost will be more if it is force of blast out a right of way at points where the surveys conflict. Attorney General A. M. Crawford thought at first the State Land Board could revoke the grant, but as the board failed to make any proviso as to time limit, he has since given it as his opinion that relief can only be obtained by an act of the State legislature. Therefore, it is more than probable that this much desired improvement will be held up for one year at least by a paper railroad company which did not pay one cent to the State for the right of way, while the T. B. Potter Realty Company, which pays

\$6,000.00 in taxes, is deprived of a road to Bayocean, to say nothing of the other taxpayers and property owners in that vicinity who have been wanting a road for several years. The matter of building a road to Bayocean was first taken up by the Tillamook Commercial Club, and after a good deal of work sufficient money was promised. The proposed road skirts the south side of Tillamook bay, which is considered the best location on the bay for factories, as it is protected from the southwest storms and Sturgeon channel gives it the best deep water facilities on the bay. It is only a question of time before the road will be built, but there is some disappointment on account of not getting the work started this year, for it is an injustice to collect large amounts of tax money from the T. B. Potter Realty Co. and other property owners and not give them a road out because a paper railroad has jumped in and stands in the way of public improvement.

Following are the letters from the Attorney General:

Salem, Oregon., May 22nd, 1912.
Mr. Fred C. Baker, Tillamook, Oregon.
DEAR SIR,—Yours of May 18th relative to right of way held by railroad company has taken no steps toward constructing their line thereover, and stating that Tillamook county desires to establish a county road along such right of way, at hand.

Replying thereto would state that the State Land Laws of 1911, Sections 58 and 59, provide that railroads may have right of way across State owned lands by filing with the Clerk of the State Land Board, a map showing the location of such right of way. However, this is subject to the usual rule that steps must be taken within a reasonable length of time to construct a road over such right of way. In other words, a railroad, although entitled to a right of way over tide lands for a limited time, cannot hold such right of way for an unreasonable time without building their line thereover.

I have taken this matter up with the Clerk of the State Land Board and he says that the same question has never been passed upon by the Board before and consequently does not know what ruling would be made in the premises. However, it is my opinion, that if the railroad has been extremely dilatory in utilizing this right of way, the grant of same could be revoked by action of the State Land Board. If, however, the county desires a road constructed along such right of way, the same could be built and the railroad company could then come in and enjoy its construction upon which, the rights of all parties would be adjudicated.

Yours very truly,
A. M. CRAWFORD,
Attorney General.

Salem, Oregon., May 27th, 1912.
Mr. Fred C. Baker, Tillamook, Oregon.

DEAR SIR,—Your recent communication to the State Land Board regarding right of way granted by the legislature to railroad company over tide lands in Tillamook County has been this morning called to the attention of this office. We state that after examination of the question, it is my opinion that the legislature is about the only body capable of granting relief. The grant to the railroad company made under legislative act, and consequently it is my opinion that the legislature would be the proper party to revoke such grant if same is not acted upon by the railroad company within a reasonable time. I have informed the Land Board that this is the opinion which I entertain; that is, that the matter of the revocation of the grant should be put before the next session of the legislature.

Yours very truly,
A. M. CRAWFORD,
Attorney General.

A battle has been won in the Turko-Italian war by the use of "air bombs." Such weapons have been used before, but seldom have victory ever been won by them.

Woodrow Wilson says he was running in the Massachusetts primary election. His friends are convinced at least, that he was running very well.

Canada state officially that 100,000 Americans removed to the Dominion last year. A bulletin kind never mentions how many Canadians come to reside in the United States. The inhabitants of Canadian birth in this country outnumber the Americans who have emigrated to Canada.

Just as the free speech agitators at San Diego, Cal., were beginning to feel that the authorities had backed down on their high-handed attitude on account of the rising tide of public opinion in the city and against the activities of the vice-squads, another case of the invasion of private rights came to notice Tuesday, when upon learning that Emma Goldman, the anarchist lecturer, and her manager, Reitman, had come to the city, presumably to aid the agitators, a masked committee of men went to the hotel where Miss Goldman stopped, made her promise to leave in the morning and carried her man out of the city to a house in place, where they tarred him and made him kiss the flag.