

# The Daily Astorian.

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No. 108.

## TILLAMOOK ROCK LIGHT-HOUSE.

Tillamook rock is a bold, basaltic mass rising abruptly from the sea, one mile off Tillamook head, and twenty south of the entrance to the Columbia. The water on the west, north and east is from 25 to 40 fathoms deep, while on the south it shoals to 16 to 18 fathoms. As it rises from the sea the face of the rock is precipitous on the west side for about 15 feet, and then slopes gently back, forming a narrow, irregular bench extending along the north, west and part of the south sides. Springing from this bench and inclining towards the sea, it rises on the west to a total height of 120 feet, with a rounded knob on top. The north side is nearly vertical. On the east it is very steep from the crest for 30 feet downwards, and then slopes off gradually to the sea. On the south side a deep fissure divides the rock into two unequal parts. The fissure runs into rock from the west, terminating against a rocky wall that rises abruptly before it to the height of 30 feet, the top of which is the bottom of the gap. Even in a calm sea the swell beats the water into foam about the rock, while in times of storm the billows dash madly against it and leap up its sides. The water rushes into the fissure with great violence, throwing spray to the very top of the rock. often leaping over the intervening wall and sweeping down the opposite side. It is a grand sight to witness this mighty power shattering itself in passionate desperation against the immovable mass that stops its onward course. Looking eastward from the rock the shore line is marked by three distinct headlands, whose fir-covered tops rise 1,500 feet above the sea, and at whose bases are visible vast heaps of rocks, some in ledges laid bare by the action of the sea, some in immense broken pieces brought down by land slides from the mountain sides, and others standing in detached masses like the great rock itself. It is an inhospitable coast, and can nowhere be approached with safety in a small boat within twenty miles, save during calm weather in the summer time at Clatsop beach. When first visited by the workmen, the rock swarmed with sea lions, which were indisposed to abandon it to the intruders; but eventually they retired to other rocky retreats further to the south. The first attempt to land upon the rock was made June 22, 1879, under the management of H. S. Wheeler. The revenue cutter *Cornish* steamed to within a short distance of it and launched a surf boat, which was boldly run close to the east side, notwithstanding the fact that the waves were dashing in foam against it. After considerable trouble two men succeeded in scrambling upon the rock; but before the boat could return to them with a line, the waves rose higher and threatened to cut them off entirely from their companions, and they therefore jumped into the sea and were with much difficulty rescued from drowning. Another attempt was made three days later, when Mr. Wheeler succeeded in landing in person and with a tape line measured the most important dimensions. On the eighteenth of the following September John R. Trewavas and a sailor named Cherry succeeded in gaining foothold upon the rock, intending to make a complete survey, but Mr. Trewavas slipped from the wet slope into the sea, and though Cherry jumped in after him and the surf boat went immediately to his rescue, he was drawn down by the undertow and was never seen again. On the twenty-first of October the *Cornish* left Astoria with men, equipments and supplies sufficient to last several months, and made fast to a spar buoy that had been put down a few days before within 300 feet of the rock. Two men succeeded in landing from the surf boat,

and taking the end of a cable that had previously been fastened to the mast of the vessel. This they wound around a projecting ledge eighty-five feet above the water and drew it taut. On this cable was put a large single block, called the "traveler," with a long hook suspended from it, and this was drawn forward and backward between the vessel and the rock by an endless rope running through blocks at either end. All the materials and supplies were transferred to the rock by being suspended from the hook attached to the traveler and then drawn along by the rope. Three additional men were landed in this way, riding in a novel conveyance called the "breaches buoy." It consisted of an ordinary circular life preserver, slung from the traveler, to which was securely lashed a pair of breeches cut short at the knees, the latter to support the man in the proper position while in the air, and the former to preserve his life if he should chance to fall into the water. It was impossible to keep the cable taut, as the vessel was in constant motion under the action of the heavy swells of the sea, and it was not unusual for the passenger to be dipped under the waves several times during his short journey. In all, nine men were landed and began work under the superintendence of A. Ballantyne. For the first fifteen days after landing, their efforts were directed towards providing shelter for themselves and their supplies. The rock had no deep recesses in which they could take refuge, and shelter from the driving rains could only be had by making small A tents and lashing them down to bolts let into the solid rock. After blasting out a place for the main derrick, they commenced the work of leveling off the top of the rock, and this was by no means an easy undertaking. The crest was too irregular and narrow for parties to work well in concert, and the wind swept round it with such terrific force that it was impossible to remain there during a gale. Working parties were supported upon staging, suspended from bolt attachments let into the solid rock, until they had blasted out a secure foothold for themselves. In the face of dangers and hardships the men worked diligently throughout the winter, and prepared the rock for the reception of the derrick and so progressed with the main work that a large force could be utilized. Early in January the coast was visited by a terrific storm, which caused the waves, after rebounding from the face of the rock and filling the chasm on the south side, to be thrown by the wind entirely over the rock at every point continuously for many days, carrying away, in their impetuous descent down the opposite slope, the supply house on the lower level and endangering even the quarters of the men above. The storm reached its height during the night of the ninth, when the men were in their bunks. In a panic they were about to rush towards an apparently secure level higher up, but were restrained by Mr. Ballantyne, who well knew that in the intense darkness they could never cross over the slippery rocks, and would be swept off by the wind into the maddened sea below. Fortunately sufficient provisions had been stored in the quarters to last during the two weeks that elapsed before it was possible to reach the rock with fresh supplies. The force was then increased, and by the first of May the top was leveled ready for the buildings, 4,630 cubic yards of solid rock having been removed. An effort to fill the chasm on the south side with the excavated material was unsuccessful. Notwithstanding the large size of the pieces blasted out, they were removed by the waves in very short order. By the exertion of much effort and skill the large derrick was landed and set in place, the mast being forty-five feet high and the boom sev-

enty-five feet long. Another large derrick, four small ones, and a large engine for operating them, were also landed. The material used in constructing the works was 5,914 cubic feet of first-class ashlar stone, 2,880 of second-class ashlar, 96,664 brick, and 2,635 cubic feet of sand. These were all prepared and shipped ready for use, and landed from the deck of the vessel by the large derrick. It is unnecessary to follow step by step the construction of this important station, nor to give in detail the thousand obstacles that presented themselves and were overcome by patience and skill. Enough has been told to give all that was intended, an idea of the expense, danger and difficulties attending the light house system. The work was completed and the light first exhibited January 21, 1881, and the machinery was placed in the fog signals three weeks later. Considering the increasing commerce of the Columbia river and the northwestern coast, the light house at Tillamook may be reckoned as one of the most important stations ever established.

The British ship *Grisdale*, L-222, McClellan master, 118 days from Liverpool, arrived in yesterday, with general cargo.



**ROYAL BAKING POWDER**  
Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the substitute of low test short weight, alum or phosphate powders. Sold only in cans. **ROYAL BAKING POWDER CO.**, 136 Wall-st., N. Y.



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Hostetter's Stomach Bitters, by increasing the vital power, and rendering the physical functions regular and active, keeps the system in good working order, and protects it against disease. For constipation, dyspepsia and liver complaint, nervousness, kidney and rheumatic ailments, it is invaluable, and it affords a sure defence against malarial fevers, besides removing all traces of such disease from the system. For sale by all Druggists and Dealers generally.

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PLUMBERS AND STEAM FITTERS  
Goods and Tools,  
**SHEET LEAD STRIP LEAD**  
**SHEET IRON TIN AND COPPER.**  
Cannery and Fishermen's Supplies  
Stoves, Tin Ware and House  
Furnishing Goods.  
JOBBER IN SHEET IRON, TIN, COP  
PER PLUMBING AND STEAM FITTING  
Done with neatness and dispatch.  
None but first class workmen employed.  
A large assortment of  
**SCALE**  
Constantly on hand.



**JACOB'S OIL**

**THE GREAT GERMAN REMEDY.**  
FOR  
**RHEUMATISM,**  
Neuralgia, Sciatica, Lumbago,  
Backache, Soreness of the Chest,  
Gout, Quinsy, Sore Throat, Swellings  
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Tooth, Ear and Headache, Frosted  
Feet and Ears, and all other  
Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial will convince you of its comparative freedom from all poisons, and every one suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.  
SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.  
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Baltimore, Md., U. S. A.

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**SYMPTOMS OF WORMS.**  
The countenance is pale and leaden-colored, with occasional flushes of a circumscribed spot on one or both cheeks; the eyes become dull, the pupils dilate; an acute squinting arises along the lower eyelid; the nose is itched, sneezing, and sometimes bleedings from the upper lip; occasional headache, with humming or throbbing of the ears; an unobtrusive secretion of saliva; a bitter tongue; breath very foul, particularly in the morning; appetite variable, sometimes voracious, with a gnawing sensation of the stomach; all others, entirely gone; feeling pain in the stomach; occasional nausea and vomiting; violent pains throughout the abdomen; bowels irregular, at times constipated; stools slimy, not infrequently tinged with blood; belly swollen and hard; urine turbid; respiration occasionally difficult and disturbed sleep, with grinding of the teeth; temper variable, but generally irritable. Whenever the above symptoms are found to exist,

**DR. C. McLANE'S VERMIFUGE**  
will certainly effect a cure.

In buying Vermifuge be sure you get the genuine **DR. C. McLANE'S VERMIFUGE**, manufactured by Fleming Bros., 21 Wood Street, Pittsburgh, Pa. The market is full of counterfeits. You will be right if it has the signature of Fleming Bros. on the wrapper. If your storekeeper does not have the genuine, please report to us. Send us a three cent stamp for a handsome advertising card.

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**THE LATEST STYLES**  
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AT  
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A very large stock from which to select. Window curtains made to order.  
My patent Trimmer to cut Wall Paper will be found convenient to my patrons.

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Of all kinds, of any firm in the city.  
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**SASH AND DOOR FACTORY,**  
AND PLANING MILL.

A full stock of home manufactured goods constantly on hand.  
Special Attention given to Orders.  
All work guaranteed. Your patronage solicited.  
ASTORIA, Oregon.

**To Merchants and Business Men.**  
The Circulation of  
**The Daily and Weekly Astorian**  
Is Constantly Increasing.  
If Your Advertisement  
Does not already appear, we suggest that you consult your own interests and increase your sales by putting a notice of your business where it will do the most good. Nearly every one in Clatsop, Columbia, Tillamook, Pacific and Washington counties takes **THE ASTORIAN**. Those that do not, borrow it, so that your advertisement is generally read.

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ALL MODERN IMPROVEMENTS.  
HOT AND COLD BATHS.  
None But White Help Employed.  
FREE COACH TO THE HOUSE.

**IT IS A FACT**  
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**JEFF'S CHOP HOUSE**  
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—THAT—  
He has Always on Hand FRESH  
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Oysters.

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"JEFF" IS THE BOSS CATERER.

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He has been Proprietor of the "Aurora  
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Board by the week - \$5.00  
Meals to order.  
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OPEN DAY AND NIGHT.  
Meals 25 cents and upwards.  
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Pacific Net and Twine Co.  
SAN FRANCISCO, April 11th, 1883.  
DEAR SIR:

For general convenience we have sent a supply of No. 30, 12-ply Genuine Scotch Salmon Net Twine, to the care of A. M. JOHNSON & CO., Astoria, which will be sold at low enough figures to make it an object for all net men to use it for repairs, in place of the more costly No. 40, 12-ply.

Fishermen who have heretofore used this grade of twine for repairs, claim that the durability of the patch is equal to the balance of the net, after the latter has had a few weeks use. We think it will be money in your pocket to try it. For prices and samples apply to  
A. M. JOHNSON & CO.,  
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DEALERS IN  
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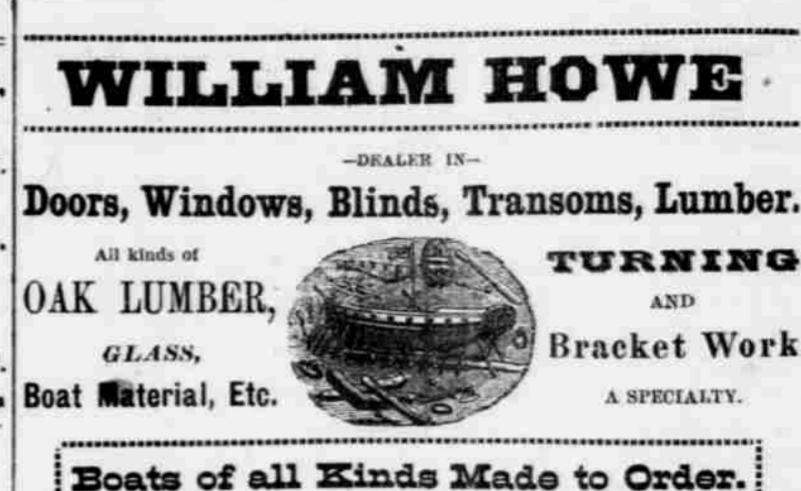
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THE PROPERTY KNOWN AS A. P. CO.'S Net Boats, adjoining Fort Canby, 20 25% foot boats, good for Baker's Bay or up river fishing; 11 net racks complete; frontage 300 feet running to deep water; one block on shore with mess house.

This is the most convenient place for salmon nets, traps and seines and decidedly the best location on the Columbia river for a salmon cannery.

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**Doors, Windows, Blinds, Transoms, Lumber.**  
All kinds of  
**OAK LUMBER,**  
GLASS,  
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**TURNING**  
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**Boats of all Kinds Made to Order.**

Orders from a distance promptly attended to, and satisfaction guaranteed in all cases.

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All kinds of  
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**STEAMBOAT WORK**  
Promptly attended to.  
A specialty made of repairing

**CANNERY DIES,**  
FOOT OF LAFAYETTE STREET.

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BENTON STREET, NEAR PARKER HOUSE,  
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**GENERAL MACHINISTS AND BOILER MAKERS.**  
**LAND and MARINE ENGINES**  
Boiler Work, Steamboat Work and Cannery Work a specialty.  
**CASTINGS,**  
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**Best San Francisco Houses and Eastern Distilleries.**  
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TROPICAL AND DOMESTIC  
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Together with  
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