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TOWN LOTS

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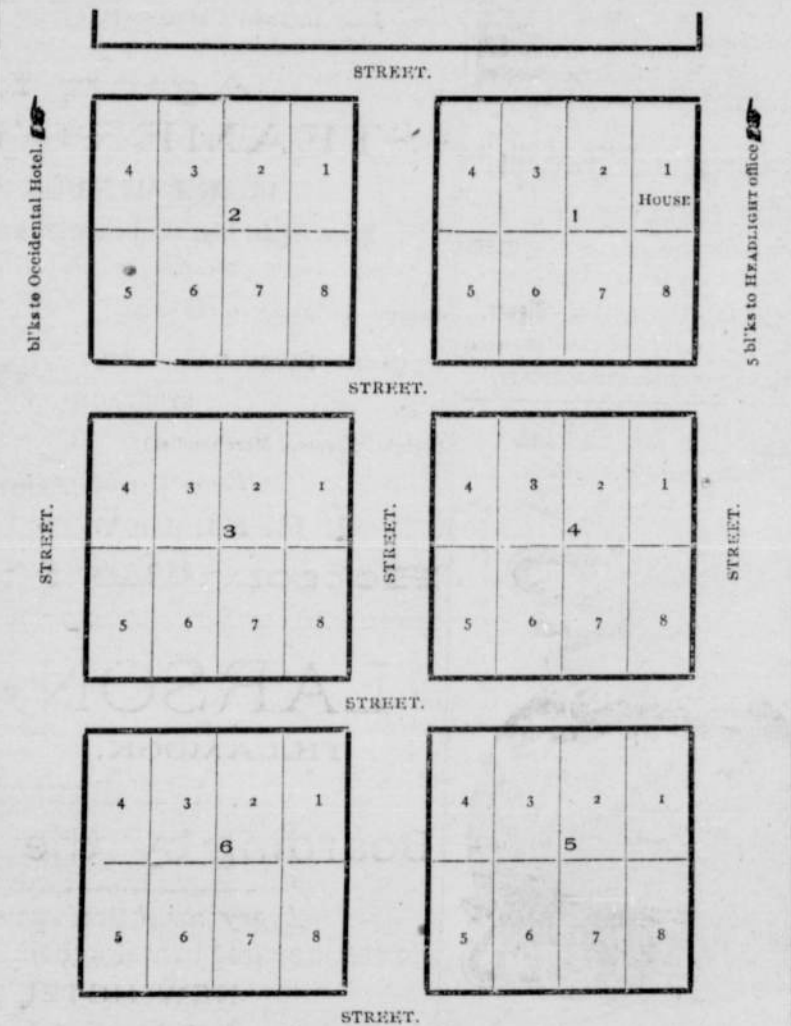
Shop opposite the Grand Central.

HOW CAN THEY BE MADE? By Investing Your Money in Tillamook!

The town is growing rapidly and real estate is sure to enhance in value.
There are good prospects for a rail-road and harbor improvements, so get in and
buy before the rush, and while you can buy the choicest property cheap in

R. R. HAYS' ADDITION
TO THE TOWN OF

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(48 LARGE LEVEL LOTS.)
STREETS 60 FEET WIDE. LOTS UNIFORMLY 52 1/2 x 105 FEET
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Suitable terms made.

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The location is slightly, high and dry, commanding a good view,
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Also, Notary Public. Deeds and other Legal papers made out.

Farming land, Timber land and all classes of town property for sale.

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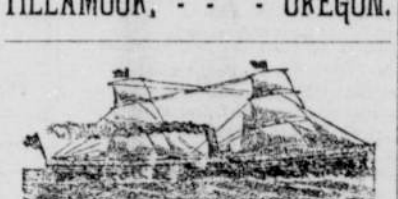
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Fresh Fruits and Berries in season.

Shooting-Gallery

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Will make regular trips, the weather permit-
ting, from

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For Freight rates or Passage, apply to

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All questions will be cheerfully an-

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of tuition, text-books, etc., call at address

E. K. BARNES.

A LETTER THAT CAME.

IT CAST A GLOOM OVER A NAVY

OFFICER'S WHOLE LIFE.

At the Time He Was Aboard a Man-o-

War—The "Pilot Letter" That Did the

Mischief—It Was a Well Written Let-

ter, but It Mis-carried.

The officers of the mess were sitting

around the wardroom table. It was just

after dinner. They were telling stories

of shipwreck and disaster. Each one, it

appeared, had had a more terrifying ex-

perience than the one who spoke im-

mediately before him. All had spun their

yarns but one. He smoked reflectively

in silence for a few minutes. Then he

said:

"Well, gentlemen, you have all had

many unpleasant, some frightful, ex-

periences. The story I am about to relate to

you, however, will prove, as you will all

admit when you hear it, far more ter-
rible than any yet told. The events hap-

pened a number of years ago, but they

have cast a gloom over my whole life."

The officer stopped and pulled upon

his cigar in silence for a while. The others

settled into attitudes of attention. The

officer went on:

"Some here are young in the service,

and will not remember when it was the

invariable custom for a man-o-war to

take a pilot aboard upon leaving port. At

this time I was on the Pacific station. Our

home port was San Francisco, so I

hired a house there and settled my wife

in it. At that period the 'pilot letter' was

an institution among the officers of the

ship. After we weighed anchor and

began steaming down the bay all hands

would hurry to their rooms and write

farewell letters to their wives, sweet-

hearts and mothers.

THE LETTER.

"These letters were taken ashore by the

pilot when he left us outside. One day

we were ordered to the South Pacific for

a long cruise. I bid farewell to my

weeping wife, who was sure she would

never see me again, and promised her

most faithfully I would send her a long

pilot letter. That was at night, and we

expected to weigh anchor the next

morning. I spent the night on my hands

and knees, and got up early. I had some

time on my hands, and I wrote at

length, for my heart was full. To be

sure, we did not expect to weigh anchor

for several hours, but as I wanted to be

realistic, I described how we did it, and

then proceeded to describe our passage

out through the Golden Gate. I had

gone out many times before, and knew

the whole scene perfectly. I depicted it

in graphic colors.

"I told of the beauties of the city,

growing smaller and smaller and finally

disappearing; of the harbor fortifica-

tions as they loomed up by turns and

by turns faded away; of the gloom-

ing effect of the late afternoon sun

upon the receding Californian shores;

of my feelings as I reflected that I might

never see those lessening shores or my

dear wife again. It was an affecting

letter, and (you will pardon the vanity)

a well written one. It bore upon it the

stamp of sincerity. Finally I told her

that the pilot was now about to leave me

alone upon the bottomless deep, and that

I must close. I ended with something

incoherent, and signed my name hur-

riedly. Then I directed and stamped it

and dropped it into the ship's letter box

for the pilot to take ashore when he left

us in the evening.

HOW THE LETTER MIS-CARRIED.

"Well, the pilot came aboard about 9

o'clock, and we began to weigh anchor.

Of course everything was confusion

there. About 11 o'clock it was suddenly

discovered that there was trouble with

the steering gear which had been over-

looked. I was detailed to direct the

repairing. About noon I reported to the

captain that the difficulty of getting at

the trouble was such that we would not

be able to start before night. It appeared

afterward that the captain immediately

sent the pilot off, deciding not to start

before morning. About sundown I re-

ported everything as ship shape, and

that we were ready for an early start.

The captain was pleased, and readily

granted the request made by half a

dozen of us to go ashore overnight. We

were rowed ashore, a jolly crowd, and

as I hurried home I pictured to myself

my wife's glad surprise.