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ALBINA OREGON. E. SELPH, ATTORNEY-AT-LAW. Office in Post-office building. TILLAMOOK, OREGON.

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W. SEVERANCE, DEPUTY-DISTRICT-ATTORNEY, 3rd Judicial District, for Tillamook County TILLAMOOK, OREGON.

LAUDE THAYER, Attorney-at-Law. is associated with McCain & Hurlay in Circuit and Supreme Court business for Tillamook county.

M. E. BARNETT, L. T. BARN J. W. DRAPER, ATTORNEYS-AT-LAW. OREGON CITY, OREGON. Twelve years experience as Register of the U. S. Land Office here recommends us in our speciality of business before the LAND OFFICE or the Courts and involving the practice in the GENERAL LAND OFFICE.

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ACRE TRACTS AND TOWN LOTS. For sale at reasonable prices and on favorable terms. Location, best in the town of Tillamook. WM. B. SWILLWELL.

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ARTISTIC PHOTOGRAPHERS.

GOOD WORK at the LOWEST LIVING RATES. Copying and Enlarging in Oil, Pastel, Crayon India Ink and Water Colors, a specialty. Call and examine our work. STUDIO NEAR G. A. R. HALL. TILLAMOOK, OREGON.

TILLAMOOK LIVERY STABLE. First-class single and double turnouts kept on hand. Boarding and transient stock carefully cared for. Stillwell & Eberman, Proprietors.

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SAVE THE TIME. IT REQUIRES TO WRITE THE NEWS TO YOUR EASTERN FRIENDS BY SENDING THEM THE HEADLIGHT FOR A YEAR.



COHN & Co., The Leading Merchants of Tillamook County!

GENERAL MERCHANDISE. Dry Goods, Clothing, Hats, Caps, Boots, Shoes, Notions, Groceries, Crockery, Glassware, Etc.

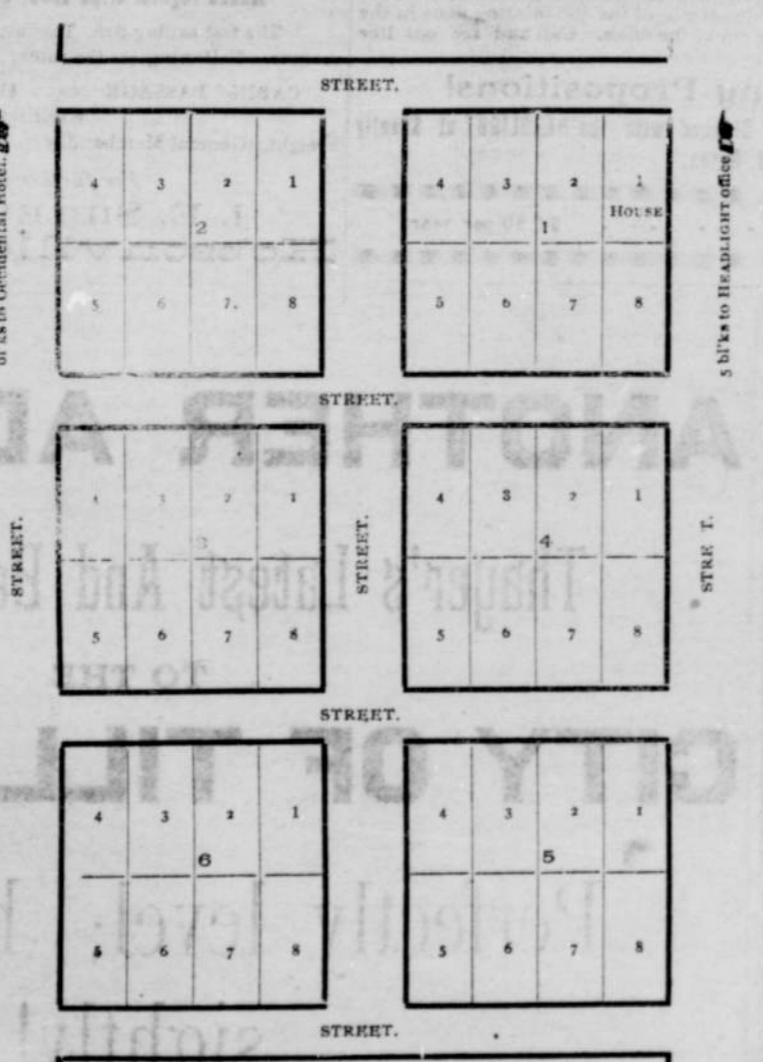
This house is connected with the well known whole-sale and commission house of MARK L. COHN & Co., 146, FRONT ST., PORTLAND, ORE., and is able to purchase goods in large lots and at a very low figure, thus being able to discount all competitors in prices.

Country Produce taken in Exchange for Goods. COHN & BROWN B'K., TILLAMOOK, OREGON.

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 TILLAMOOK

TILLAMOOK



(48 LARGE LEVEL LOTS.) STREETS 60 FEET WIDE. LOTS UNIFORMLY 52 1/2 x 105 FEET. Prices ranging from \$60 to \$160. Suitable terms made.

This property is situated five blocks directly south of the main thoroughfare of the town, two blocks south of the school-house, and faces on two of the principal streets. This is not a boom scheme to speculate on suburban or country property, as the tract is centrally located, virtually in the heart of the town, and buildings are going up on all sides at present.

The location is slightly high and dry, commanding a good view, and slopes gently from the center, just enough to secure good drainage. It is well sheltered from the coast winds, and is just the place for homes. For further particulars call on or address

R. R. HAYS, OWNER, Real Estate Dealer and Conveyancer. Tillamook, Oregon.

Also, Notary Public. Deeds and other Legal papers made out. Farming land, Timber land and all classes of town property for sale. TAXES PAID FOR NON-RESIDENTS. ABSTRACTS FURNISHED.

Temperance Parlor, Arthur Stillwell, prop.

KEEP ON HAND: Fine Pool table, Cigars and Tobacco, Nuts and Candy, Cutlery, Soda, Etc. Fresh Fruits and Berries in season. Shooting-Gallery in connection. TILLAMOOK, OREGON.

THE STR. AUGUSTA. Will make regular trips, the weather permitting, from TILLAMOOK TO ASTORIA AND PORTLAND. For Freight rates or Passage, apply to P. SCHRADER, Master.

D. A. FINDLEY, DEALER IN Staple and Fancy Groceries, Dry Goods, Hats & Caps, Boots & Shoes. Drugs and Medicines. Woods, Oregon.

THE ARCADE SALOON AND BILLIARD PARLORS. Bowling Alley in Connection. The best wines and liquors in the market. Jons Davidson, Proprietor. OLSEN'S BLOCK, TILLAMOOK, ORE.

N. P. ROBERTS, CONTRACTOR and BUILDER, Wagon Shop in Connection. Shop, Opposite G. A. R. Hall, Tillamook, Oregon.

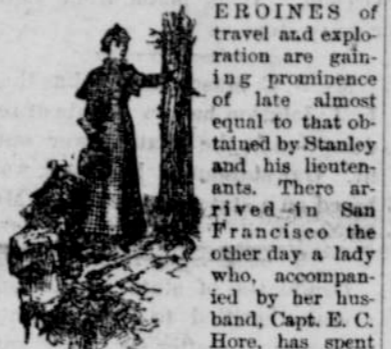
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GALLERY One door south of Letcher's Jewelry Store. TILLAMOOK, OREGON. Miss L. J. RUGGLES Mrs. J. JOHNSON. Ruggles & Johnson, MILLINERY and DRESS-MAKING. Hats, Dress Trimmings and a General Assortment of Millinery Goods. TILLAMOOK, OREGON.

L. F. LARSON, BLACK-SMITH, Wagon-making, Farming Implements and Mill Machinery Repaired, and all kinds of wood-work and general black-smithing done. Horse-shoeing a Specialty. TILLAMOOK, OREGON.

THEY RANGE THE WORLD FEMALE TRAVELERS WHO HAVE PLUCK AND ENDURANCE.

One Has Just Returned from Africa and Another from Tibet—A Chicago Woman's Project—The Adventures of Ida Pfeiffer and Lady Baker.



HEROINES of exploration are gaining prominence of late almost equal to that obtained by Stanley and his lieutenants. They arrived in San Francisco the other day a lady who, accompanied by her husband, Capt. E. C. Hore, has spent thirteen years of her life in Central Africa. She has made no dash from coast to coast, but she has visited nearly all the accessible points of the equatorial region. She aided in making a survey of Lake Tanganyika, and faced the perils incident to encounters with hostile negro tribes or voracious Arab hostiles.

The adventurous couple conformed as far as possible to the requirements of savage life and surroundings, hobbled with the natives, made many friends and no enemies among the dusky denizens of the tropical jungles and forests, gained much experience and information, and finally, after a march on foot of 800 miles, reached the coast and began a leisurely progress by vessel and rail to their London home. Despite her long exposure to the vicissitudes of a barbarous land, Mrs. Hore has retained her health and good looks, only a slight tinge of bronze suggesting the persistent attentions of the African sun to which she has been subjected.



MRS. ANNIE BOYLE HORE. tounding courtesy ever accorded a woman. The authorities told her that no obstacle would be placed in her way, and that she might proceed to Lhasa unmolested. They added, however, that law and custom would compel them to heed the chief man of every village through which she passed. Confronted with this prospect of a blood stained progress Mrs. Bishop turned back and sought less sanguinary pleasures in a tour of Beloochistan, Persia and Armenia. Although disappointed in her main purpose she has the satisfaction of being the first European of modern times to visit the sources of the Karun river.

Enthusiasts of the fame of these adventurous ladies, Mrs. French Sheldon recently left London for Mombasa. She has projected an African expedition along the lines of travel rendered familiar by the narratives of Du Chaillu and Johnston. Save for an English female companion, her retinue will be composed entirely of natives. The region she proposes to explore has never been visited hitherto by a white woman. Mrs. Sheldon thinks that previous travelers in savage lands "have suffered terribly on account of the horrible manner in which their food has been prepared." She proposes to obviate this danger by taking with her an experienced Arab cook.

Mrs. Sheldon is a native of Chicago, and has gained reputs both as a physician and a sculptor. She attended the Stanley-Tennant wedding as one of the signatory witnesses, and is a warm personal friend of the great explorer. That women can get along as globe trotters about as well as men is proven by the success achieved by Ida Pfeiffer and Lady Baker. Mrs. Pfeiffer was a native of Vienna. From her youth up she longed to see strange lands and unfamiliar nations, but it was not until after the death of her husband and the establishment of her sons that she found opportunity to satisfy her desires. When 44 years of age she began the journeyings that made her famous. Between 1842 and 1857 she visited in the order named Palestine, Norway, Lapland, Iceland, South America, the South Sea islands, Australia, China, East India, Persia, Turkey, Greece, the United States, Canada, the Azores and Malagascor. She went twice around the earth, and when she died her thirst for travel was far from staid. She had

among the most uncivilized races suffered neither insult nor violence. Florence von Sass became in 1860 the wife of Samuel White Baker. For a honeymoon trip the couple plunged into Africa, hunting for the sources of the Nile, and remained in the equatorial wilds for over five years. They discovered and named the lake now known as Albert Nyanza, and on their return to England in 1866 Mr. Baker received the honor of knighthood. The time from 1869 to 1873 was spent in the Sudan, Sir Samuel being employed by the Khedive to subdue that region and suppress the slave trade. Thereafter, accompanied as usual by Lady Baker, he wandered over Cyprus, Syria, India, Japan and America. During all the perilous experiences of those stirring years the lady proved as good a traveler as her husband, and faced manifold perils with never varying courage and coolness.

Two young women now resting at San Francisco recently completed a wagon journey of 1,400 miles through a wild and mountainous section of Mexico. Their names are Mary Jaques and Emma Hartley. The former is an English girl and the latter a native of Texas. The starting point was Junction City, Miss Hartley's home, 500 miles from the border. The girls drove first to Piedras Negras, where they crossed the Rio Grande. From there they made their way over precipitous trails to Monterey, thence to Saltillo, San Luis Potosi, Pachuca and the City of Mexico. The excursion occupied three months, and despite the fact that they passed through portions of Mexico never before visited by "gringos," the girls uniformly received courteous treatment. Yet they spent every night of their outing in a camp tent, unprotected and with no arms save a brace of small pistols. They returned to the United States by rail, and are now planning the exploration of some other unexplored bit of country.



IDA PFEIFFER. way over precipitous trails to Monterey, thence to Saltillo, San Luis Potosi, Pachuca and the City of Mexico. The excursion occupied three months, and despite the fact that they passed through portions of Mexico never before visited by "gringos," the girls uniformly received courteous treatment. Yet they spent every night of their outing in a camp tent, unprotected and with no arms save a brace of small pistols. They returned to the United States by rail, and are now planning the exploration of some other unexplored bit of country.

The above are a few of the modern heroines of travel. All have made enviable records, but none has equaled the adventures of Paquette, the first female European tourist known to history. Paquette was born at Paris, early in the thirteenth century. When yet a girl she became a captive of the Hungarians, and by the chances of slavery was transported steadily eastward until she reached Tartary, then ruled by the dreaded Genghis Khan. At the capital of this powerful monarch she was purchased and married by a countryman, Guillaume Buehier, who had roamed far from home and who held the position of goldsmith to the emperor. It was at the court of Genghis that Paquette met two monks, sent from France by St. Louis to convert the Tartars. She acted as their interpreter, and did all in her power to aid them, but they found their mission unavailing, and went away, marveling not so much at their failure as at the courage and good fortune of the girl who had withstood the hardships of captivity and of 2,000 leagues of travel on foot.

More voluntary was the venturing into far lands of Monja Alvarez, who fled from a Spanish convent at the age of 15, donned male attire and secured a place as page to a gentleman. In 1603 she turned soldier, sought the wars in South America, battled against the Araucanians and rose to the rank of captain. By accident she slew her brother and returned for a while to female dress and a cloister. On emerging from her retreat she killed another man and revealed her sex in order to avoid the consequences.



LADY FLORENCE BAKER. noted for a sharp tongue, a sharp sword, reckless bravery and a weakness for the fermented products of the Italian vineyards. With these examples before us of what woman has done in the way of travel, does it not seem probable that at no distant day some one of the sex may equal or excel the splendid achievements of Stanley and Livingstone? FRED C. DAYTON.

THE "BIG SIX" OF THE RAILROADS.

The Half Dozen Men Who Manage the Western Traffic Association.



Two-fifths of all the railroad lines in the United States—65,000 miles, with a capitalization exceeding \$3,000,000,000—are now combined in the Western Traffic association, and the whole is practically under the control of six men. It includes all the lines west of the Mississippi except three, and all the lines from Chicago connecting with them. Its organization is claimed to be law proof and perfected by experience, and each of the six managers, though but in middle life, has come up from the ranks and is familiar with every detail of the business.

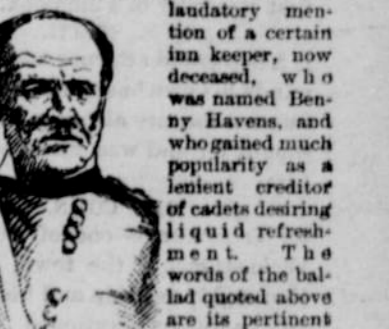
At the head of the "Big Six" is Chairman Alcece F. Walker, born in Rutland, Vt., in 1843, and graduated from Middlebury college in 1863. From college he enlisted at once as a private, and came out of the war as lieutenant colonel of the Eleventh Vermont Infantry. He studied law, practiced in New York city till 1873, returned to Rutland, served two years in the state senate, and in 1887 was appointed by President Cleveland one of the original Interstate Commerce Commission. In 1889 he resigned, entered the business of railroading and now holds the "boss position" at \$25,000 a year.

J. W. Midgley, who represents the Western Freight association, was born in England in 1843, began life early as a newspaper man in Detroit, went thence to the service of the Illinois Central and has risen rapidly to his present place, in which his salary is \$12,000 per year. Mr. E. P. Vining, who represents the Gould interest in the combine, is an American, 43 years old, has never been anything but a railroader and gets \$10,000 a year. The "infant prodigy" of the combine is W. W. Finlay, a southerner, but 37 years old. At the age of 30 he controlled the

freight traffic of the Texas Pacific, and as head of the passenger traffic in the association will receive \$10,000 a year. John N. Faithorn is a native of London and but 38. He will direct the Gulf division for \$15,000 a year. Last of the six is James Smith, a native American, about 43 years old, who will manage the Trans-Missouri business for \$10,000 a year. He began life as freight clerk on the Michigan Central. Although there is nominally a directory to which they must report, yet those six will practically control the enormous business of the Western Traffic association.

THE WAR THEIR OPPORTUNITY.

Sherman and Porter Served Many Years Before Their Chances Came.



A song in favor for many years at West Point declares that "promotion is very slow," and then goes on to make laudatory mention of a certain inn keeper, now deceased, who was named Benny Havens, and who gained much popularity as a lenient creditor of cadets desiring liquid refreshment. The words of the ballad quoted above are its pertinent ones, for they apply equally to the cases of Porter and Sherman, those gallant leaders whose conflicts now are over. Porter was a midshipman at 14 and Sherman a cadet at 13. The former got his "baptism of fire" when still a lad, and the latter's first warlike experience occurred before he had reached the age of a voter.

Both began active service in the south, the one fighting West Indian pirates and the other Seminole savages. But when Sherman resigned a few years before the war he was only a brevet captain, and at the time of the civil outbreak Porter's rank was that of a lieutenant. In each instance promotion had been "very slow," particularly in that of Porter, who was 43 years of age when the great conflict began. The stirring epoch of the struggle between the sections gave both a chance to show the metal of which they were made, and they took advantage of the opportunity. They died within a day of each other, full of years and honors. One was the last admiral of the navy, the other the last general of the army. Those titles no longer exist, and can be re-created solely by a special act of congress. They were instituted in special recognition of distinguished services, and only some gallant deed or unforseen crisis bravely met by an American leader will ever call either of

ADMIRAL D. D. PORTER. With these examples before us of what woman has done in the way of travel, does it not seem probable that at no distant day some one of the sex may equal or excel the splendid achievements of Stanley and Livingstone? FRED C. DAYTON.