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TILLAMOOK to ASTORIA and PORTLAND.
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ALL ORDERS FILLED PROMPTLY.

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THE best investment you can make
is to insure your life, and thus pro-
vide your estate with cash at your death,
or if you live, give you a sum of money
a few years later.

THE MASSACHUSETTS MUTUAL LIFE INSURANCE CO.

Write the best policy, guaranteeing you cash and paid up insurance every year,
so you cannot lose your money in case of misfortune. Send me your name and
age and I will send you a sample policy.

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General Merchandise.

They keep on hands at their store in
Hobsonville the largest stock of goods
in Tillamook County.

Our stock consists of Dry Goods, Clothing, Boots and Shoes, Hats, Caps
and Notions. Groceries, Crockery, and Queensware. Doors, Windows, Lime,
Hair, and Cement. Hardware and Nails. Special attention given to
filling orders for goods in jobbing lots.

AGENTS FOR

The Steamer TRUCKEE.

TILLAMOOK, SAN FRANCISCO AND WAY PORTS.

Makes regular trips about every two weeks, the weather permitting.

The fast sailing Steamer TRUCKEE has been specially fitted up for carrying pas-
sengers. Following are the rates:

CABIN PASSAGE	\$15.
ROUND TRIP	\$20.
STEERAGE (one way)	\$9.
Freight, (General Merchandise)	\$4 per ton

J. E. SIBLEY, Manager, Hobsonville, Ore.

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DR. SANDEN'S ELECTRIC BELT
AND SUSPENSORY FOR
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WHO ARE DEBILITATED AND SUFFERING
FROM NERVOUS DEBILITY, SEMINAL WEAK-
NESS, LOSS OF DRAIN, IMPOTENCY OR
LOST MANHOOD, RHEUMATISM, LAME
BACK, KIDNEY TROUBLES, NERVOUSNESS,
SLEEPLESSNESS, POOR MEMORY & GENERAL ILL HEALTH
the effects of abuses, excesses, worry and exposure. For such sufferers
our marvelous invention, which requires but a trial to convince the most skeptical,
or by excesses, or exposure, you may have unduly drained your system of nerve force
electricity—and thus caused your weakness or lack of force. If you replace into your
drained, which are required for vigorous strength, you will remove the cause, and health,
low at once and in a natural way. This is our plan and treatment, and we guarantee a
Send for our Illustrated Pamphlets, free; sent by mail, sealed.

Belt is no experiment, as we have restored thousands to robust health and vigor,
failed, as can be shown by hundreds of cases throughout this State, who would gladly
whom we have strong letters bearing testimony to their recovery after using our Belt.

THE DR. SANDEN ELECTRIC BELT
is a complete galvanic battery, made into a belt so as to be easily worn during work or at rest, and it gives soothing, prolonged currents
which are instantly felt throughout all weak parts, or we forfeit \$5,000. It has an Improved Electric Suspensory, the
greatest boon ever given weak men, and we warrant it to cure any of the above weaknesses, and to enlarge shrunken limbs, or parts, or
Money Refunded. They are graded in strength to meet all stages of weakness in young, middle-aged or old men, and will cure
the worst cases in two or three months. Address

IN A FIRE BALLOON.

THE SENSATIONS EXPERIENCED BY
THE SUMMER AERONAUT.

He Takes Big Chances and Adds to
Them by the Parachute Exhibition.
How the World Looks When Viewed
from a Great Height.

(Copyright, 1892, by American Press Association.)



THIS time every year the man-
agers of county fairs and circuses
may be sure that they will receive
letters with gorgeous printed
headings, together
with litho-
graphed posters
exhibiting men
and women in
tights in the act
of plunging from
a height. These
advertisements are
issued by the man-
agers of county fairs and circuses
and are intended to attract the
public to the fair or circus.

In the first place it differs from other
occupations in its constant excitement.
To the aeronaut each ascent means a
fresh danger, and it is on this account,
perhaps, that comparatively few engage
in it.

Few people who witness a balloon as-
cension comprehend its fascinations, its
perils or its methods, and only those
who have made the trip into the clouds
can accurately describe its accompan-
ing sensations. Professor Mortimer
McKim, an aeronaut of experience, gives
it as his opinion that the aeronaut lives
a lifetime in the few brief moments of
his voyage. To those interested in
aerial navigation a description of the
airship is necessary. The material em-
ployed in the construction consists of
a superior quality of sheeting, the
breadths being stitched together firmly,
with the edges felled. The average
balloon being 150 feet in circumference
and 75 feet in height requires 800 or
more yards of cloth. At the mouth of
the balloon a hoop the size of a wagon
wheel and made of wood is attached to
keep the mouth open while the hot air
is being forced into it, and this orifice
remains open during the ascension. The
inside of the fire balloon is coated with a
sizing of glue, whitening, alum and other
noncombustibles, as a precaution against
sparks, which, with the hot air, arise
frequently to a height of thirty feet
during the inflation.

On being released, the balloon rises at
first slowly until it attains a height of
fifty feet, when its velocity is at the rate
of forty-five miles an hour. At the ex-
piration of two minutes the balloon has
attained an altitude of a mile and a
half, then it commences to sail with the
air current which strikes it. This drifting
about continues for a period of four
minutes, when the escaping hot air
causes a gradual shrinking of the bal-
loon and its consequent descent. The
unique sensations of the aeronaut begin
with the moment he mounts the trapeze
bar attached to the balloon. Grasping
the ropes, the feeling is much like that
of being seated in a swing. For the first
100 feet there is a realization of the
ascent; objects below appear smaller and
smaller until gradually they fade from
view. At a height of 200 feet the air,
rushing past with tremendous velocity,
gives one the impression of leaning out
of the car window of a limited express,
the sounds of earth die away in a mur-
mur, and it is then that the balloon
seems stationary, the earth falling away
from it.

Looking downward from the height,
all surfaces appear level, mountains and
valleys are alike and the world looks as
if spread out and flattened by a rolling
pin. Roads and rivers resolve them-
selves into narrow ribbons; forests,
fields and meadows are clumps of green,
red and black, with green as the domi-
nant color. At two miles earth is lost
to view, as in a fog. Presently the bal-
loon begins to sail, driven by an air cur-
rent. There is now no apparent motion.
The aeronaut experiences a feeling of
oppression, the air, deprived of its vital
principles, exhales at each inspiration;
ringing sounds are heard in ears, and
one can, so to speak, hear the stillness.
The breath comes in quick, successive
gasps that do not satisfy the lungs. It
is like going to one's death.



INFLATING THE BALLOON.

Looking upward, the horizon is bound-
ed by the big black ball—the balloon—
dark against the milky opaqueness of
the atmosphere. The airship is swaying
and swinging, while the clouds, floating
in a contrary direction, produce a vague
giddiness. There is, however, no time
for tremors. Seconds seen hours, the
mind and memory traveling with elec-
tric flight. Conjectures, recollections
and retrospections flash across the bewil-
dered brain as one reels through space.
Suddenly the top of the balloon comes
in contact with a cloud, there is a slight
jar, and the next instant all is enveloped
in fog, from which the aeronaut emerges
soaked with spray. And now for the
spectacle! Sublime, dazzling. Moun-
tains of iridescence, fleecy white clouds
stained with crimson, pink, blue, the

plumage of the cockatoo. Swirling
combinations of color, blending and
shifting as in a gigantic bubble. Golden
greens, that melt into purple and bronze
and crimson, with the sun dissolving
and overflowing upon their tops. Won-
derful tints, such as artist never dreamed
of. To comprehend color it is necessary
to have seen the magic canvases of the
clouds. The balloon sails on and drops
slowly away from this panorama, once
more into the colorless atmosphere.

With the descent, earth appears to rise
and the balloon to remain fixed; and
now the operator is occupied with one
idea, speculation as to where and how
he will reach earth, for distance is in-
calculable and perspective a myth. The
balloon is the sport of chance, and is
liable to deposit its passenger anywhere
from the top of a church steeple to the
bottom of a ditch. The aeronaut takes
his life in his own hands when he ascends
with the airship. Should it take fire,
burst in midair, or cool off too suddenly
in striking a cold current, the result is
collapse and disaster, for there is no
safety valve to the fire balloon.

The aeronaut is invariably an enthusi-
ast until he meets with an accident,
after which discretion becomes the bet-
ter part of his valor and he is content to
rally substitutes for an ascension. After
a few years he is apt to retire altogether
and leave to others the hazardous occu-
pation. Up to a period of six years ago
there numbered but twenty aeronauts in
the country, and these were in great de-
mand at county fairs, settlers and sol-
diers' reunions and upon legal holidays,
rural celebrations being considered in-
complete without the daring balloonist,
who, for the time being, was of more
importance than the president and entire
senate, and, it may be added, that no
occupation is more conducive to conceit
and self sufficiency than that of the
aeronaut. There is less profit in the
business now than formerly; the novelty
of the ordinary balloon ascension no
longer exists for Americans. Realizing
this, nearly every aeronaut now makes
the sensational parachute descent.

On reaching the desired altitude this
is effected by cutting the connecting
rope. There is a rapid fall, the resist-



IN MIDAIR.

ance of the air forcing open the para-
chute, which is nothing more than a
ribbed umbrella twenty-eight feet in di-
ameter. The operator on cutting loose
darts downward, as if fired from a cata-
pult, until within a few hundred feet of
earth, when he is sustained by the para-
chute. Should this fail to operate, death
is inevitable. Abroad the balloon is still
an attraction, and especially in Mexico,
Australia and the West Indies. Profes-
sor McKim, who has toured the civilized
world, is one of the few experienced
aeronauts who find it difficult to aban-
don the profession, about which there
exists a fascination, even in the danger.
Taken all in all it is as great a game of
chance as ever played by man, with this
difference—that the aeronaut has no op-
ponent, and should he fail no one is
gainer through his defeat.

MARIE PETRAVERDY.

Where Fish Are Plentiful.
Fresh fish, especially of the smelt vari-
ety, are a drug on the market in the
state of Washington just now. Some of
the rivers are choked in their most nar-
row parts by the fishy inhabitants. A
fisherman can stand on the bank in
many places, and with a few sweeps of
a common dip net get more fish than he
can carry away. Thousands of pounds
have been salted. Old residents say
that this is the most phenomenal run of
fish they have ever seen.

Royalty Will Stay Away.
The big race meeting at Ascot this
year will probably not be as well attend-
ed as usual, as owing to the death of
the Duke of Clarence no member of the
royal family of England will be present.
The queen is sincere in her grief over
the loss of her favorite grandson, and
has gone to the length of ordering that
the royal stand at the Ascot track be
kept tightly closed, with all the blinds
closely drawn, during the progress of
the meeting.

The Question of Weight.
"How to Reduce Your Weight or In-
crease It," is the title of a valuable work
recently issued by Celia Logan, who has
gained repute both as an actress and as
a writer. Having a tendency to embon-
point, she has tried various reduction
methods, and the story of her personal
experience and final triumph over a su-
perfluity of flesh is highly entertaining
and instructive.

It Is Not a Horn.
Few persons know that the so called
"horn" of the rhinoceros is not born at
all, but merely a protuberance of ag-
glutinated hair. Cut in two and ex-
amined under a microscope it will be
found that it is made up entirely of lit-
tle tubes, precisely like the hair struc-
ture of the human scalp.

SHEEP AND TARIFFS.

WOOL GROWING HAS NOT DECLINED
BECAUSE OF DUTIES ON WOOL.

The Number of Sheep in the United States
Has Always Increased When the Duties
Were Adequately Protective and De-
creased When They Were Not So.

The report of the majority of the com-
mittee on ways and means in favor of
free wool, which was submitted to the
house of representatives on Feb. 29, is
about as able an exposition of the Free-
trade side of the question as might have
been expected. With the parts of this
report which rehearse the well worn
argument that free wool and lower
duties on woolen goods will give cheaper
clothing to the masses we shall not now
concern ourselves; but the statement
that the protective duties levied on for-
eign wools have caused a decline in
sheep raising, as evidenced by the num-
ber of sheep in the United States at pre-
sent, is so glaring a misrepresentation
that it should not be suffered to stand
long uncorrected. The mere fact that
the number of sheep in certain sections
of the country was less in 1891 than it
was in 1889 is taken by these "reformers"
as proof that Protection has injured our
wool growing industry, and without giv-
ing any other figures or other proof they
make the local assertion that sheep
raising has declined in all states east of
the Mississippi river, and has increased
only in the western states, where free
pasture was obtained on the public lands
and where the increase cannot thus be
attributed to the tariff.

The free wool advocates do not give
the periods during which this decline
occurred, for that would be fatal to their
argument; but they content themselves
with merely taking the two isolated
dates, 1889 and 1891, separated by an in-
terval of twenty-three years, and after
showing that the number of sheep in one
or two states was less in 1891 than in
the former year they ask the people to
believe from this that wool growing has
declined because of Protection. If ever
there was a shallow argument invented
to deceive this is one's will be seen
from the following table showing the
number of sheep in the United States at
different periods:

NUMBER OF SHEEP IN THE UNITED STATES.	
1810.....	10,000,000
1820.....	12,000,000
1830.....	14,000,000
1840.....	16,000,000
1850.....	18,000,000
1860.....	20,000,000
1870.....	22,000,000
1880.....	24,000,000
1890.....	26,000,000

We see from this table that the
number of sheep in the United States
was about 10,000,000, and that by
this had increased to 26,000,000, con-
sidering the length of the period, it is
not a remarkable increase. Until
then, the industry of wool growing
not prospered greatly. In 1889, how-
ever, a strongly protective
levied on foreign wools, and the
of this duty was wonderfully
lated the raising of sheep
the number of sheep was
increase of over 140 per cent.
that from 1810 to 1889, the
part of the year 1889 the duty was
and its manufacture was in-
duced, the effect of which was
soon became apparent, and
(the duty was reduced to 10 per cent.)
that the effect of the change
be seen on the number of sheep
and until 1890 the number of sheep
steadily declined. In that year the pro-
spect of increased Protection, by the
Kinley bill gave a new impetus to wool
growing, as was evidenced by the in-
crease of almost 2,000,000 in the number
of sheep. As the law tariff did not go
into effect until the latter part of 1890,
however, this increase was unusually
large, and it was to be expected that
there would be a slight decline in 1891,
especially, too, since the success of the
"reformers" in the elections of 1890
caused many wool growers to fear that
the new duties, the wisdom of which had
been already proved, would be abolished.
Within the past year the growing favor
with which the McKinley bill is regard-
ed has become so evident that confidence
in the retention of the present duties has
returned, and estimates for 1892 show an
increase of more than 1,600,000 sheep
over the number in 1891.

When it is seen, therefore, that sheep
raising prospered greatly under the high
protective duties from 1889 to 1891,
while it declined under the lower duties
from 1891 to 1890, the disposition of
merely comparing the two years 1889
and 1891 is very evident. Again, if it
were true that the industry had thrived
only in the western states, where its
prosperity cannot be attributed to the
tariff, why is it that the whole number
of sheep in the United States (in all sec-
tions) has always increased when the
duties were adequately protective, and
has diminished when they were not so?
This proves pretty conclusively, we
think, that whenever wool growing has
declined the cause of the decline has not
been that there was a duty on foreign
wools, but that the duty on those wools
was not high enough to be protective.
Why cannot the advocates of free wool
be honest? They should confess that
their purpose is to benefit the manufac-
turer at the expense of the farmer. Ar-
guments like the one we have answered
will not deceive the people, nor will
demagogic strengthen the Free-trade
cause with them.

Free-trade Extortionists.
It is under free-trade that big profits
are made. The Great Britain Steel
works, an English concern, declared a
dividend of 25 per cent. the other day.
How the American Cottons would
rave if it were paid by an American
manufacturing firm.

It Protects Wool and Not Sheep.
Census returns show that during the
past ten years the consumption of wool
in American mills increased 20 per cent.,
while that of shoddy increased only 14
per cent. What has Dr. Wells to say to
this?