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Wagon making, and all kinds of Wood-work
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Near Court House, TILLAMOOK, ORE.

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Washing gathered and delivered every
week. Work done on short notice when desired.
Starched shirts 15c each. Common Shirts and
drawers, 5 to 10c each. Family washing and
ironing, 5c per dozen.
Suits cleaned to order.

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L. H. BROWN, PROPRIETOR.

The best Beef, Veal, Pork and Mutton always
on hand. Eggs, Butter, Vegetables and
Chickens bought and sold.Satisfaction guaranteed to everyone.
Shop opposite the Grand Central.

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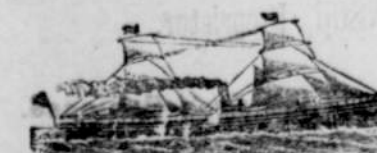
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First-class single and double turn-outs kept on
hand. Boarding and transient stock cared
for.

TILLAMOOK, ORE.

ACRE TRACTS AND

TOWN LOTS.

For sale at reasonable prices and on favorable
terms. Location best in the city of Tilla-
mook.CAPT. WM. D. STILLWELL,
TILLAMOOK, ORE.

THE ST. AUGUSTA.

Will make regular trips, the weather per-
mitting, from
TILLAMOOK TO ASTORIA AND PORTLAND.
For Freight rates or Passage, apply to
P. SCHRADER, Master.MARLIN SAFETY
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Tillamook Lumbering Company,

MANUFACTURERS OF AND DEALERS IN ALL KINDS OF

Rough and Dressed Merchantable Lumber.

Moulding of Every Description, Brackets, Etc. Flooring and Rustic a Specialty.

ALL ORDERS FILLED PROMPTLY.

TILLAMOOK, OREGON.

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.

W. F. D. JONES, Local Agt.

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TRUCKEE LUMBER CO.,

(OF SAN FRANCISCO.)

DEALERS IN

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.
STORAGE (one way)	\$0.
Freight, (General Merchandise)	\$4 per ton

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

MEN! WHY ARE YOU WEAK?

DR. SANDEN'S ELECTRIC BELT
AND SUSPENSORY FOR
WEAK MEN

WHO ARE DEBILITATED, AND SUFFERING
FROM NERVOUS DEBILITY, SEMINAL WEAK-
NESS, LOSSES, DRAINS, IMPOTENCY OR
LOST MANHOOD, RHEUMATISM, LAME
BACK, KIDNEY TROUBLES, NERVOUSNESS,
SLEEPLESSNESS, POOR MEMORY & GENERAL ILL HEALTH

we have a relief and cure
in your ignorance of effects
and vitality—which is
system the elements that
strength and vigor will fol-
low or money refunded.
Dr. Sanden's Electric
after all other treatments
testify, and from many of

THE
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
which are instantly felt throughout all weak parts, or we forfeit \$5,000. It has an Improved Electric Suspensory, the
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'TIS THE STEEL AGE.

SOME OF THE WONDERS OF MOD-
ERN BRIDGE BUILDING.The Great Structure Soon to Span the
Historic River Thames—Other Bridges
of Note to Be Found in England and
America.It has been tritely said that while the
art of bridge building is ancient and the
science of bridge building is modern,
the skill of the present engineer has be-
come the special flower and glory of our
age of steel.The earliest timber bridge on record
is that which was thrown over the
Rhine by Julius Caesar; but long ages
before the Chinese built stone bridges
of great magnitude and first introduced
in their construction the principle of
the arch. One of these is four miles
long, seventy feet high and has 300
arches. The Romans followed, and
nothing in the way of modern bridges
up to fifty years ago equaled the one
built by the Emperor Trajan, A. D. 104,
over the Danube. During the last two
centuries some very beautiful bridges
have been erected in France, and in
Venice there are no fewer than 339.In Great Britain the art kept pace
with its progress on the Continent, the
most ancient bridge being that at Croy-
land, Lincolnshire, said to have been built
in 860. The bridge over the Trent at Bur-
ton, in Staffordshire, was built in the
Twelfth century. It was 1,545 feet long.
Old London bridge was begun in the
reign of Henry II in 1176, and its erec-

THE TOWER BRIDGE.

tion occupied eighty-three years. After
having served its purpose more than 650
years it gave place to the present struc-
ture, which was begun in 1824 and
finished in 1831. This is but one of six-
teen of the finest architectural works of
their kind in the world that span the
Thames.The first metal bridge in England was
erected in 1770 over the Severn, and it is
a curious circumstance that Thomas
Paine was a successful contriver of an
iron bridge, which in 1787 he proposed
to construct without any iron piers over
the Schuylkill in Philadelphia, as the
stream was apt to be choked with ice in
the spring freshets. His backers becom-
ing bankrupt, however, the structure
was not finished and the materials were
used in England. This work was long
regarded as a great triumph of art, its
span being 236 feet long with a rise of 34
feet.Suspension bridges were erected in
America as early as 1796 by a Mr. Fin-
lay, who in 1801 took out a patent, and
in 1811 eight bridges had been built on
his plan. Subsequently, in 1826, a chain
cable suspension bridge was built across
the Straits of Menai, which until then
formed a troublesome obstruction upon
the great road from London to Dublin.
Many beautiful suspension bridges have
since been erected in Great Britain and
on the Continent. The most remarkable
wire suspension bridge in Europe, on ac-
count of its dimensions and height, is
that of Freyburg, in Switzerland, which
has a span from pier to pier of 870 feet
and is suspended at the height of 167
feet above the river which flows un-
der it.One of the most wonderful achieve-
ments of engineering art is the steel
bridge across the Firth of Forth, in Scot-
land. It has the longest span, the great-
est weight and the greatest length of
any yet built.The structure shown in the illustra-
tion, which thousands of workmen are
now hurrying to completion, will be
known as the Tower bridge, inasmuch
as it will cross the Thames near the
Tower of London. It is one of the most
remarkable undertakings of the kind in
existence, spanning as it does what is
perhaps the busiest waterway on earth.
The peculiarity of its construction con-
sists in two huge leaves weighing 950
tons, each of which is raised and lowered
to a level thirty feet above high water,
somewhat after the manner of an ancient
drawbridge, thus affording passage for
river craft. They are shown in the cut
open. A hundred feet above this bridge
level is another roadway for the accom-
modation of foot passengers, who are to
be lifted to it in elevators running
through the towers whenever the lower
portion of the bridge is open and travel
is impeded. The cost will be \$25,000,000.A project is now under discussion for
spanning the Hudson river with steel
wire suspension cables that will support
a highway fifteen feet higher than the
great Brooklyn bridge and large enough
to accommodate six lines of railroad.
Its span, as contemplated by the engi-
neers, will be 2,850 feet long and 150
feet above the water. Compared with
the Brooklyn bridge its length, includ-
ing anchorage, will be 6,500 feet; the
former measures 3,700 feet. Each an-
chorage of the North River bridge will
weigh 600,000 tons, while that of the
Brooklyn bridge weighs only 60,000
tons. The cost is roughly estimated at
\$16,000,000.Among other suspension bridges in
the United States is that at Wheeling,
which has a span of 1,010 feet; at Niag-
ara, with a span of 821 feet and a road-
way 250 feet from the line of the river;
at Pittsburg, with a span of 1,345 feet; at
Cincinnati, with a total length of 2,220
feet and a span of 1,057 feet. Other ex-
amples of advanced bridge architecture
and engineering are to be found in
many other sections of the country, and
the improvements continually made

HOW THEY RAISED THE MONEY.

The Manner in Which Otsego's Library
Promoters "Got There."Otsego was never suspected of being
among the most enterprising towns of
Michigan, but its talented women have
lately given it national fame. It has
about 2,000 people, two big paper mills
and a chair factory, and according to
one vexed citizen it also has "more rich
men who do nothing for the place than
any other two thousand towns in the na-
tion." However, that is a common com-
plaint with those who have more enter-
prise than money.Early last year forty Otsego ladies
organized into the Ladies' Library as-
sociation, raised money in all the ways
known to the sex, such as socials, fairs,

THE OTSEGO LIBRARY.

dances, readings, etc., and built a very
pretty structure at a cost of \$2,000.
They were but forty dollars in debt, and
two young ladies started out to raise the
amount. When they called on Mr. N.
W. Mills, whose wife is president of the
association, he jocularly offered five
cents each for kisses and was promptly
taken up. Then Mr. Burdick, owner of
one of the paper mills, raised the offer
to fifty cents, and thus contributed some-
what.The ladies declared that this would
do for a joke, but a little of that sort of
thing was quite enough. They resolved
that each of the forty should raise a dol-
lar in some novel way, but not by kiss-
ing. The plan was carried out and the
reports made at the meeting in the town
hall created no end of fun. The little
city had a jubilee over it. Miss Maggie
Smith landed the arm of a law stu-
dent who had been badly cut and
charged him a dollar. Her treatment
was correct and the surgery a success.Mrs. N. W. Mills took a step ladder
and washed store windows at the Chi-
cago price till she had earned a dollar.
Mrs. F. W. Travis and Mrs. H. L. Miller
ran a hand organ, the collections rang-
ing from a penny up to ten cents. The
local reporter adds that the organ was
"of the Annie Rooney vintage." Miss
Hattie Mitchell earned a dollar splitting
wood. Mrs. George Easton blacked
boots. One sold doughnuts from house
to house, another sewed on buttons for
boarders at the hotel, and last of all
Miss Cregent sold a spring poem to the
editor. So the money was raised, the
fun was all of a good sort and now do-
nations of books to the library are in
order.

A KING IN AMERICA.

He is from the Gilbert Islands and Has
Wealth.His majesty Tonbramo, king of Buri-
tari and Mankin, is not mentioned in
the "Almanach de Gotha," and
Europe probably never heard of
him, but he is
over six feet
high, weighs 200
pounds and looks
every inch a king
all the same. His
kingdom (two is-
lands of the Gil-
bert group) con-
tains but 2,000
people or so, yet
he governs it well,
has got rich on his
income and is visit-
ing the United States
to learn all he can
about the wonderful
white people.He is perhaps the only modern mon-
arch who makes a revenue out of reli-
gion, for each subject who absents him-
self from church without good cause is
fined four coconuts. Other taxes are
light, and paid in coconuts, which are
sold to traders as soon as a cargo ac-
cumulates. The people are Christians,
and far more peaceful than Gilbert
islanders generally. They are supposed
to have resulted from a fusion of Chinese,
Kanakas, Malays and what not, and the
king looks very much like an ordinary
mulatto.His name is an English adaptation of
his native title, which his interpreter
spells Kilmora. He has one wife, and
she is regent in his absence. While in
San Francisco he was the guest of the
captain with whom he came, as were
his nephew, Prince Antavar, and his in-
terpreter, an old pilot known simply as
Jack. The king speaks no English. The
Gilbert islands number sixteen, lying
on both sides of the equator, about 1,600
miles southwest of Honolulu. The peo-
ple are semibarbarous, but King Ton-
bramo lives in a nice frame house, is
greatly impressed by the genius of the
Americans who trade at his one wharf,
and intends to visit the principal cities
of the United States to get ideas for the
advancement of his people.

Wanted a Sure Thing.

The manager of a small theatrical
company traveling in the northwest,
having recently some "open time" on
his route book, wrote to the proprietor
of a hall in a little village in the State
of Washington to arrange for a date.
The following reply caused him to give
up the idea of playing that particular
town:Yours to hand. I won't play on shares no
more. Your company will have to send me ten
dollars for an agent and supply their own
kerosene and lamps. They will also have to
build their own stage, because the last com-
pany broke it down. Their ain't no money in
playing on shares in this town, and I want a
sure thing.

Got in a Second Vote.

Some of the French-Canadians who
have adopted the United States as their
home are proving remarkably apt politi-
cal pupils, as was shown in Lewiston,
Me., where one fellow voted in Ward 3
as Antoine Boisvert and in Ward 3 as
Antoine Greenwood. The simple trans-

WAGES ARE RISING.

THE CONTENTION THAT THEY HAVE
FALLEN IS DISHONEST.Individual Cases of Advance or Decline
Prove Nothing—Accurate Results Only
Possible by Thorough Investigation,
Which Has Shown Higher Wages.It has been asserted and reiterated
ever and over again that wages have
fallen since the McKinley tariff was en-
acted. It is the one single survivor of
the multitude of falsehoods sent abroad
during the campaign of lying in 1890.
It survives, not that it was more fit than
the others—"McKinley prices," for ex-
ample—but from the difficulty of securing
labor statistics complete enough to
obliterate it. "McKinley prices" were
disproved by simply comparing the mar-
ket reports as published before and after
the new law took effect. But there are
no regular reports published on rates of
wages. Tens of thousands of changes
are annually made in this country, some
involving increased, others decreased
wages or hours of labor. They have oc-
curred, do occur and will occur inde-
pendently of any tariff in response to the
varying conditions of industry. If or-
ders for goods come flowing in, the labor
in the industry which makes the goods
will be fully employed and wage reduc-
tions will be impossible. But if short
crops curtail the purchasing power of
consumers or the demand becomes inad-
equate to the supply because of over-
production or a change in fashion even,
or for any other cause, labor in the in-
dustries concerned will be injuriously
affected, and if the unfavorable condi-
tions continue wages will fall. The law
of supply and demand will continue to
operate inside, and so far independently
of any tariff law that can be framed.Thousands of changes in wage rates,
both up and down, were made in the
most prosperous years this country ever
knew; they are made now under the
McKinley tariff, and will be made un-
less Edward Bellamy or Henry George
succeeds in revolutionizing the existing
industrial system.As a rule, changes in rates of wages
do not get into the public press beyond
the local papers. A reduction in wages,
being more unusual in this country than
an advance, is more likely to be chroni-
cled. Ever since the McKinley law
passed, the Free-trade papers all over
the country have watched like vultures
for instances of wages reduction and
gloated over these misfortunes of the
working people like birds of prey. The
New York Times in particular has been
on the alert to record and exult over
every reduction of wages in order to as-
cribe it to the McKinley law. Reading
its editorials on this subject one would
get the impression that a 5 or 10 per
cent. decrease in wages was an unknown
occurrence before the McKinley act
passed. We have before pointed out its
shallow dishonesty in this respect. It
collects ten or a dozen or a score of
cases of reduced wages and proclaims
that wages generally are falling. It
heeds not the thousands of cases of in-
creased pay which have occurred under
the new law.Only after a painstaking canvass of
all the industries of the country and of
the wage changes occurring in them
can any one form an intelligent opinion
as to whether the general course of
wages is up or down. But your zealous
Free-trade "reformer" does not care for
that. He is bent on making out a case
against Protection, and in his despera-
tion at the lack of favorable evidence
does not hesitate to manufacture it.
In this connection it may not be amiss
to call attention to the fact that the an-
nual report of the bureau of statistics of
labor of New York state for 1891 chroni-
cles 1,941 cases of increased wages,
2,085 cases of decrease in the hours of
labor—virtually increase of wages, also
—and only 441 cases of reduced wages.
Yet all that year the New York Times
was loudly proclaiming that wages were
generally falling.No less instructive is the record of the
state bureau of labor statistics of Illi-
nois, which has issued a report on col-
lecting statistics for that state. Not only
has more coal been mined in the first year
of the new tariff and more men been
employed than ever before, but wages
have averaged higher while coal has
been cheaper.With a single exception, and that the
most unimportant, wages were higher
in 1891 than in any of the three other
years considered. These are the results
arrived at by scientific investigation.
Similar results would appear in every
state from similar investigations. Wages
are going up under the new tariff.

Low Wages in Bohemia.

According to the report of Consul
Hawes, the average weekly wages of
100,000 working people in 1,131 estab-
lishments in the consular district of Reich-
enberg, Bohemia, are 6.13 florins (\$2.57)
for adult males and 3.72 florins (\$1.56)
for adult females. Judging from the de-
posits in savings banks and the capital of
building and loan associations in the
United States, it is not too much to say
that the average American workman,
after paying for everything he has
used (and he lives better than the work-
man of any other country in the
world), has as much money left at the end
of the week as a woman earns in Boh-
emia, and almost as much as is earned
there by a full grown man. This fact
speaks more eloquently in favor of our
protective policy than any theoretical
argument we could adduce.

Only a Sample Case.

In 1832, under a low pottery duty, an
assorted package of ordinary white ware
cost ninety-five dollars on the dock.
Today, under the McKinley law, the
same quantity of goods and of superior
quality can be had for forty-six dollars.