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# Tillamook



# Headlight.

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## THE FOURTH.

### HOW WE CELEBRATED IN TILLAMOOK.

The day opened gloriously, not a cloud or trace of fog to mar the grandeur of the occasion. The salute of 44 guns fired by the First artillery, under direction of Captain H. Crenshaw, awoke the citizens of the town and country at sunrise, and before breakfast was ready the principal streets had assumed a lively aspect. People came in teams and afoot and the early trains were crowded with folks coming in. At nine o'clock the streets along the route of the procession were thronged, with the enthusiastic and patriotic multitudes.

The decoration committee, under the direction of Mr. B. C. Lamb showed by the work done that it had not been idle for the city or the buildings on the principal streets were gaily festooned, and the park blocks were handsomely decorated with bunting, lanterns and lights.

The parade formed about 9 o'clock on Front street, just below the custom house, and an idea of its length may be gathered from the fact that it took two hours to pass a given point.

Following is the order of the parade:  
General Wm. D. Stillwell, grand marshal, and aides, consisting of the military staff of Colonel Drew, U. S. A., of Fort Canby barracks, together with civic aides, headed by Theodore Steinhilber.

Sixteenth Infantry band, U. S. A., 35 pieces.

Troop B, Second cavalry, U. S. A., 100 in number. A remarkable feature was the excellent condition in which the horses appeared.

Colonel H. A. Woodford, U. S. A., commanding first division with aides.

Companies A, B, C, D, E, F, G, H, Fourteenth infantry, U. S. A., 300 men.

First regiment band, O. N. G., 24 pieces.

Companies A, B, C, D, E and F, the latter from Fairview, First regiment, O. N. G., Colonel Maxwell commanding.

Battery A, First and 2nd artillery, O. N. G., four guns.

United States ambulance, old style. Engineer and hospital corps.

Carriages, two abreast, containing Indian war veterans, pioneers, civil officers and invited guests.

Battalion of Second regiment, Polk county three companies, Major Frank Severance commanding.

Second division, Otto Heins, commanding.

Tillamook Military Band, 24 pieces, with eight trumpeters.

Four mounted police couriers, Chief of Police Dennis Ryan and eight mounted officers.

Platoon of police, 34 West Side contingent, under command of Captain E. D. Hoag.

Platoon of police, 17 East Side contingent, under command of Captain J. E. Tuttle.

Goddess of Liberty, riding in state with 44 young ladies representing the states. This was one of the most imposing features of the parade. The Goddess had her plump and shapely bust wreathed in shields and she waved recognition on all sides. The attendants were happy and singing patriotic songs. The car was vociferously applauded all along the route.

Roberts commanding.  
Fifty members with old hand-engine "Young America."  
Hoquarton Hose Company, with reel, 21 members.

Veteran Volunteer Firemen, Perley Hiett commanding, 40 members, with old hand engine "Veterans."

Woodmen of the World, each carrying an ax and other wood-splitting implements, numbering 160.

Float—Forest scene with foresters at work.

Tillamook Social Turn Verein, Plattdeutsch Verein Eintracht and other German societies, each with costly banners.

HEADLIGHT float, with the editorial staff.

Bay City band, 16 pieces.

Two floats representing Indian in his native heath.

Lodges of Independent Order of Red Men.

Float—Edmunds & Co's., chariot, with 13 ladies, representing the original states.

Central Market proprietors' carriages, one wagon, drawn by six horses, one wool and felt wagon and one sausage wagon, 48 employees, herders and cowboys on foot.

There were many other features too numerous to mention. The tail of the procession was made up of advertising wagons and signs.

The procession went through the principal business streets, and then to the city park where the literary exercises were conducted.

The Goddess of Liberty car was voted the finest piece of art in the procession. It was designed by John Stewart and built and outfitted under the direction of the decoration committee. It was built by Fred Larsen and trimmed by Fred Page.

On the grand review stand were Mayor E. E. Selph, president of the day, Ex-Governor D. C. Bowers, judges of the circuit court, members of the city council, members of the Oregon National Guard, and other prominent citizens.

The Liberty car was drawn by eight caparisoned horses attended by eight Sons of Veterans.

THE SPEAKING.  
W. J. May started the ball rolling by a few happily conceived remarks, and among other things he said:

"When the Greek forgot Thermopylae, Marathon, and Salamis, Byron could say centuries after:

Such is the aspect of this shore!  
The Greece but living Greece no more;  
So coldly sweet, so deadly fair,  
We start, for soul is wanting there.

"When Rome forgot the glories of the republic, her scepter passed into the hands of the highest bidder at a public vendue conducted by the imperial guards and she shortly fell a prey to the vigorous barbarians of the north.

Hon. T. B. Handley then made the speech of the day, after which everybody attended the grand barbecue, where seven beeves, two wagon-loads of baked clams, a ton of cheese, and other things were devoured.

After the feast there were sailing races, steamboat races, bicycle races and foot races. Mr. Handley made another short address, and then came the fireworks, when over \$2000 worth of fireworks were burned up to illuminate the heavens, and there was also a balloon ascension at night.

There was a grand ball in the pavilion, 400 couples dancing at one time under the glare of the arc lights.

There was a small banquet party of the elite, including the editor of the HEADLIGHT at the residence of Governor Bowers, and the decorations of the pretty home attracted much favorable comment, and were characterized by ornamentations of tints of pink, which were noticeable in the shades which covered the wax candles, the silken draperies and the tones of the many lovely flowers that were used in the embellishment of the different apartments.

The drawing room was entirely decked with sweet pea blossoms of a pinkish hue, arranged on the mantel in tall vases and upon the tables and wherever opportunity presented itself. In the dining room the dark mahogany wood-work was brightened up by sprays and clusters of La France roses. The artistically decorated table was laid with covers for 13 and presented a more than attractive appearance. An epoque of cut glass was the center piece, and in it was a collection of La France full-blown roses and dainty buds and delicate maiden's-hair fern freshly culled from the woods while about the main centerpiece were smaller espergues and pretty cut-glass vases filled with La France roses. The guest cards were of French design, and on each was a hand-painted of Lafayette, underneath which was the name of the guest wrought in gold. The menu was tempting and it was nearly 4 o'clock before its discussion was concluded.

## THE CANAL.

### FACTS OF THE COUNTRY WHICH IT CROSSES.

The great enterprise that is attracting so much attention, not only in the United States, but in Europe, is not the result of recent thought, but one of which traders dreamed of a half century ago. A brief history, however, may be compressed into a single paragraph:

A canal across Nicaragua was proposed nearly fifty years ago, and a concession was granted by Nicaragua for a canal in 1849. Shortly afterwards a route was laid out, which ran from San Juan del Norte (or Greytown) on the Atlantic, to and through Lake Nicaragua to Brito, on the Pacific coast. This is the route the canal now under way will take. The Atlantic and Pacific Ship Canal Company began the canal, but our civil war interfered with its work.

Nicaragua had a new government, which seized the company's property, and in 1869 drove its employes out of the country. In 1887, surveys having been made twice by our government, a contract was made between the government of Nicaragua and the Nicaragua Canal Association, and work was begun again. The canal will be 169 miles long, 140 miles being through rivers and lakes, and only 29 miles through cuttings; there will be a dam at the east end of Lake Nicaragua and between the lake and the Pacific; at the west end three locks will be needed. No work is being done at present. A government commission is on the ground now, and if it reports favorably it is probable that the United States will take up the work and provide the financial backing necessary.

### SECLAR SUNDAY SCHOOLS.

#### A Christian Expresses Her Views Regarding Them.

EDITOR JONES—As you solicit correspondence, and as you kindly allow all to chose their own subject or topic, I wish to say in the beginning that I shall endeavor to avoid giving offence, as it is not my wish to offend any one. My desire is the respect and friendship of all, and although it is my nature to speak very plainly on any subject in which I am interested, I do not intend giving offence. What I wish to speak of at present is the Secular Sunday School. Why is it called a Sunday School? Why not call it a Tom Paine School, its rightful name, and avoid deceiving people, as the name Sunday or Sabbath School has until lately had a sacred meaning, and should have no other.

The Sunday or Sabbath School proper is an institution wisely and unselfishly established for teaching the young to walk in the path of all truth and righteousness, to lead them in the way they should go while they are young that they may not depart therefrom when they are old. This is the very best work the church can do for the world and the church is doing a great and noble work in various ways, the majority of the people will admit. Just think of it, Mr. Jones, do you know of any other organization doing half or one-fifth the good work for the world that the church and Christian Sabbath Schools are doing?

When I say the church I wish to be understood to mean the christian church or the church of the Bible, in all its branches. The great multitude of sinners saved through Christ is the Bible church, and while christianity is spreading from sea to sea and from shore to shore and covering the whole earth and making people wiser, better and happier, infidelity is shrinking away and will be of no use to any one in the near future, in fact it is of no use to any one now. Every one would be better off without any belief whatever if it were possible, but every thinking mind must think something and if they don't think what they ought to think, or believe, I can not understand why intelligent people will try to collect children together on the Sabbath and teach them Tom Paine doctrine in preference to any thing better. I seem to me they could not easily engage in a more dangerous or inglorious work than teaching the young minds to rebel against God and his laws. In other words teaching them to be anarchists for that is the best it leads to. I have hardly begun to say what I would like to say, but perhaps I have said enough to tire your patience, so I will conclude by requesting all who read this to take no offence as none was intended. Respectfully,

A. L. DONALDSON.