Tillamook Headlight.

—BY—

W. F. D. JONES.

THE COUNTY OFFICIAL PAPER

—Independent in Politics—

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☞ All notices or communications should be sent in as early in the week as possible.

THE EDITOR ABROAD.

(Continued from last week.)

San Francisco is a big city but it has been heretofore fully described in a letter written by Dan Bowers. There are many fine buildings going up or being contemplated, and there is a great deal of commerce, yet everybody complains that business has decreased and is very dull. There are many vacant business houses and thousands of men are seeking employment.

I noticed over two hundred men standing in line one morning at one of the free employment agencies. There are several such agencies, and the men go there each day, awaiting their turns to see if there is some kind of work offered by somebody.

These men do not appear by any mean to be drunken "bums" or ragged tramps. Such men are not seeking employment. The men I saw were generally neatly dressed, clean, and intelligent looking, but their faded garments and anxious faces de icted despair. Hunger and discouragement was their lot, as could be seen by their countenances. They were all willing to do any kind of work, though many of them had trades or professions by which they had earned their living by more genteel methods in times past. Many of them were young men who had been lured to the west by reports of good times and prosperity on the coast. Many were men of family who were endeavoring to earn a few dollars so they could carry home some provisions to their wives and children. There were a few hard faces that showed dissipation, knavery, or general worthlessness, but a more honest, well-meaning body of men would be hard to select in any community.

Many workingmen have gone to San Francisco expecting to get work on the new San Joaquin valley railroad, but there are more men now than necessary to build the road, and those who do get work on the road are mostly employed by agencies that charge a fee, which is afterward deducted from the wages by the contractor who stands in with the agency. It might be well to mention in this connection that the building of this road will add greatly to the prosperity of San Francisco.

The city has some fine parks, public buildings, and other curiosiities and sights worth seeing, but as my time in the place was limited, and as these things have been often described in the newspapers, I will refrain from any description in this line.

San Jose and the Santa Clara valley country is prosperous, and depends on fruit, wines, and hay for its revenue. There seems to be more prosperity there than in Frisco, and while there are fine improvements, productive orchards and men of energy to cultivate the country, there is not that show of plenty and good times that there is in Oregon. Tillamook is a better place for a man of small means. Not so much danger of starving in Tillamook county as Santa Clara county, even if the latter named section has fine fruit orchards, wineries and beautiful towns.

Alameda and Oakland depend for their existence mostly on San Francisco, being places of suburban residences mainly, and they feel the hard times with Frisco.

My return trip was via the Truckee, and was uneventful excepting for the dense fog and stiff northwest wind which impeded our progress from San Francisco to Astoria, the coast not being visible at any time.

At Astoria the Regetta was in progress, and the town was bedecked in brilliant colors. Our next stopping place was Kalama, where the Truckee unloaded considerable freight. Portland was reached at 11 o'clock Wednesday night, The Truckee having sailed from from San Francisco at noon the Saturday previous.

Portland, like San Francisco, is suffering much from hard times, there being a great many vacant business houses, especially on First and Front Streets, the portion that was covered by high water last year.

The return trip from Portland to Tillamook by the Truckee is very pleasant and is made with despatch.

It would be hardly right to end this article without mentioning the manner in which the passengers on this boat are treated. Captain Thomas' jovial good nature and happy manner of entertaining his passengers are almost a sufficient guard against sea-sickness, even in the roughest weather, and the attachees of the ship are uniformly polite and courteous.

In summing up my trip, I was mostly impressed by the vacant houses in San Francisco and Portland. the hundreds of hungry men seeking work, and the steady thrift shown in Santa Clara county, California, and especially at San Sose. The county roads there are not only well graded and graveled, but they are sprinkled at the expense of the county, dust being practically unknown. There the roads are swarmed at all times with thousands of bicyclers, and it seems that everybody who can purchase a wheel, old and young, male an : female, high and low, awkward or athletic are on wheels. Besides, San Francisco cyclers make the fine roads of Santa Clara county a favorite place of exercise, and all sorts of accommodations are arranged and advertised for the bike riders. Bloomers are common for the ladies, and excite no attention anywhere. When made and worn properly they are surely quite becoming, and give great freedom of action to those who seek out door pleasure on wheels. The bloomer has come to stay and the bicycle is perhaps responsible for it. The livery stable men there are suffering most from the bicycle craze, and as a result fine livery rigs can be secured at very low rates, many livery men being forced out of busines.

And, it might be noted that the electric car is superseding the cable and horse cars at an exceedingly rapid rate, leaving the horse but little to do except to be driven to the canning factory.

Senator Mitchel! in a recent interview published in the Astorian makes this statement among others: "I suppose there are people in Oregon foolish enough to think that the friends of silver in the state convention of Republican clubs held in Portland in May were in the minority on account of the so-called test tickets of the opposing factions. This is not the case. My advices, and they are reliable, are that the friends of silver in that convention were largely in the majority but rather than split the meeting on the subject were willing to leave it alone and not tackle a matter that properly belonged to the national convention.

But I believe it is the wisest policy for the republicans everywhere, while having their individual views on the money question to patiently wait till the proper time comes before making an attempt at action. I don't believe that because a republican leans to the free coinage of silver he is any less a republican, nor do I believe that the man who relies on the gold standard is any less devoted to our great party than I am myself. Time after time in the senate republicans have voted on one phase or other of this money discussion in whatever way their conscience dictated, and their republicanism has suffered nothing, simply because we have never caucused on the question, and never raised the issue."

The editor of the East Oregonian is what is known as a "bicycle crank," which explains the following pertinent editorial in his columns:

"An Eastern clergyman got up one Sunday not long ago and spoke thus to his congregation: "Ten thousand boys and girls are riding to hell on bicycles every day." If it would not be doing too much violence to the reverend gentleman's meaning, it might be well to suggest that he change one word in this quoted sentence by dropping 'to' and adding 'like' in its place. There's about as much sense in one as in the other."

THE BEESWAX SHIP.

Capt. E. S. Edwards, United States inspector of hulls, received the following interesting letter, the other day, from W. E. Warren, of Astoria, written at Elk Creek, concerning the famous beeswax ship, remains of which have been found on the Tillamook coast:

"I have a piece of the beeswax ship of Nehalem, which you are familiar with. I am almost certain it is a part of that vessel, if there ever was a vessel wrecked there in early days. This packet, or whatever it was, must have been built at least 200 years ago, or it is a piece of junk which drifted across the Pacific. As I am not familiar with the construction of junks, I thought you might find someone who was. There were several sections of the junk washed in, two years ago, but they were at a place where it was worth a man's life to go. I saw them while fishing one day, and then I found one piece close to my place, on the sand where I can get close to it with a team. The piece I refer to is about 20 feet long, 14 feet wide and six inches thick. The boat was put together with nails and dogs and also wooden pins. She was caulked with the bark of a tree. Altogether, the craft must have been a peculiar one."

Capt. Edwards will go to Astoria and secure a piece of the boat, if he can, for the collection in the inspector's office."

In the Oregonian the following communication from Mr. Geo. W. Snell, of Snell, Heitshu, & Woodard, seems to prove conclusively that the material found on the Nehalem coast, which has time and again caused fruitless discussion, is not mineral wax, but pure beeswax. He says: "While not a matter of public interest probably, but confirming Messrs. A. W. Miller's and Fullerton's opinion and belief, that the substance found at Tillamook is beeswax, pure and simple, Hodge, Calef & Co. many years since purchased some three quarters of a ton of that article, putting in marketable shape, with no question as to its identity, shipping the same to New York city, where it had ready sale, as pure beeswax, as it did in this market, for all purposes for which it is used; the heat is melting, notwithstanding the unknown years of exposure on the beach, developing the honey odor very noticeably, while in appearance, after remolding, it was superior to later productions. The crude letters and figures referred to by Mr. Miller, were very plain on many pieces.

Notice.

Notice is hereby given that the approved plats of surveys of the Fractional Townships two north, range seven west, and three north, range eight west, have been received from the surveyor general of Oregon, and on,

September 16th, 1895,

at nine o'clock, A. M., of said day, said plats will be filed in this office and the land therein embraced will be subject to entry on and after said date.

ROBERT A. MILLER, Register.
PETER PAQUET, Receiver.

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The Sunset Route.

FOREST GROVE TO TILLAMOOK BY THE WILSON RIVER ROAD.

The best mountain road, the most magnificent scenery on the Pacific coast. Cheapest rates of toll in the state.

Four horse team,	$2.00	Round trip,	$3.25
Two " "	1.50	"	2.50
Horse and buggy,	1.00	"	1.50
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Saddle or pack horse	50	"	75
Loose horse or cow	12½	"	
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Take the Sunset Route for Tillamook.

A. W. SEVERANCE, Receiver.

Stage Line.

QUICKEST, CHEAPEST, AND BEST ROUTE TO PORTLAND.

Connects with evening train in Forest Grove so passengers from Tillamook arrive in Portland same day. Only 10 hours on stage.

Leaves Forest Grove 6:30 a. m. Sundays, Tuesdays and Thursdays.

Leaves Tillamook, Mondays, Wednesdays, and Fridays.

Engage seats at Tillamook hotel or of T. C. McNamer, Forest Grove, who can be reached by telephone from Portland.

New Wagons, New Stock, Safe Driving.

Good accommodations en route.

Netarts Beach.

THE MOST POPULAR BEACH RESORT ON THE COAST.

Happy Camp now ready, bath houses will be prepared soon, and stages will connect with the Forest Grove Stage.

If you want to see the sea lions, the arched rocks, and the grandest scenery in America, come to Netarts. Good accommodations reasanable.

The Mecca of all Coast Tourists.

Address D. J. HADLEY, Tillamook.

Best Road, Best Stage, Best Beach.

Toll Rates Reduced.

The North Yamhill and Tillamook toll road has been fixed up in good shape, travelers saying it was never as good before. The rates have been reduced as follows:

Four horse team and wagon to	$1.50
Two horse team and wagon to	$1.25
One horse buggy to	$1.00
Saddle or pack horse to	.50
Loose horses or cattle	.12½
Hogs or sheep	.05

Good accommodations at the Trask hotel, at the toll gate. The house has been refitted and refurnished. The patronage of the public is solicited

Respectfully,

12-16 G. F. BURTON, Prop.

Notice.

Notice is hereby given that on and after the 15th day of September, 1895, I will commence to levy on property to collect all the taxes which are unpaid up to that date. J. H. JACKSON, Sheriff.

Notice.

Take notice. That Robt. J. Giles is not an agent of the State Insurance Company, and has no authority to write insurance, to receive premiums therefor, or to collect money due the company

EDMOND C. GILTNER, M'g'r.

School Begins.

The Tillamook Academy will begin its next school year on Monday, September 2, 1895. CARRIE MAY.

ADMINISTRATORS SALE.

Notice is hereby given that in pursuance of an order of the county court of the state of Oregon, for Multnomah county, duly made on the 6th day of August 1895, in the matter of the estate of John Lattin deceased.

The undersigned administrator of said estate, will sell at public auction at the front door of the court house of Tillamook county, Oregon, in the city of Tillamook, Oregon, at the hour of one o'clock p. m. on Saturday, the 7th day of September, 1895, to the highest bidder for cash. All the real property belonging to said essate which said real property is situated in the county of Tillamook, state of Oregon and more particularly bounded and described as follows:

The north east quarter of the south west quarter and the west half of the south west quarter of section fourteen, and the south east quarter of the south west quarter of section fifteen, in township one north, range ten west of the Willamette meridian in Oregon, containing one hundred and sixty acres in Tillamook county, excepting and saving therefrom the seven and one-half acres more or less heretofore sold by said deceased to Frank Marcy and described as follows.

All the land in the south west quarter of the south west quarter of section fourteen, in township one north, range ten west of Willamette meridian lying east of the Miami river containing seven and one-half acres more or less.

GEORGE D. DUNNING,
Administrator of the Estate of said John Lattin, deceased.
WM. FOLEY, Atty. Portland, Ore.

Prices to Suit the Times:

BOOTS and SHOES

Made to order.

Repairing done as cheap as the cheapest. Come and be convinced.

Advocate Building.

P. F. BROWNE.

Hardware Talk!

Heard at

C. E. REYNOLD'S.

I'll roast you, said the Stove.

Look out, I'm on a strike, said the Hammer.

I've got you, said the Barb-Wire.

I'll catch on, said the Tongs.

I'll scoop him, said the Shovel.

I'll get your bacon, said the Butcherknife.

You're not as sharp as I, said the Tack.

Say nothing and saw wood, said the saw.

So a general quarrel ensued and if you want to hear how it ended and how cheap the above named articles can be bought, call on

C. E. REYNOLDS,

CARL P. KNUDSON

Blacksmith.

All kinds of wood and iron work done.

Horse Shoeing a Specialty.

Tillamook, Ore.

STATE NORMAL SCHOOL

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A TRAINING SCHOOL FOR TEACHERS.

Complete Eight Grade Training Department and strong professional and academic courses.

The Diploma of the school entitles one to teach in any County in the State without further examination.

Board and Lodging, Books and Tuition, $150 per year.

Beautiful and healthful location. No saloons.

There is a good demand for well-trained teachers.

There is an over supply of untrained teachers.

Catalogue Cheerfully Sent on Application. Address,

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Headquarters for Commercial men and the traveling public. Samp e rooms. Electric lights throughout. Stage and boat offices. Rates, $1.00 to $2.00 per day, American plan.

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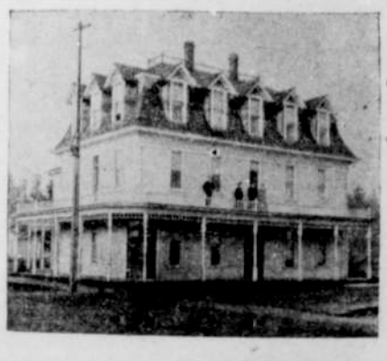

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The finest coast resort in Oregon. Pleasure seekers, when on the beach should cal on J. O. Campbell, or at the Netarts Store fishing excursions or boating. Excursions to the sea lion rocks where thousands of sea lions can be seen, and birds too numerous to mention. All kinds of sea fowl eggs can be gathered. Mr. Campbell being a skilful seaman insures you a safe and pleasant trip.

"The Sea Lion"

is the fastest and safest boat on the Netarts bay. **NETARTS, OR.**

Happy Camp Hotel AND RESTAURANT

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