

"MOON CHANGES."

TO THE EDITOR TILLAMOOK HEADLIGHT.

SIR:—I notice that some people in their prognostications, still rely somewhat on the old theory of "moon changes" affecting the weather down here on our terrestrial sphere, an opinion, however, the old school of weather prophets still tenaciously adhere to. England with wet, uncertain climate, similar to ours (Tillamook), troublesome often to her farmers in the planting and gathering of their crops, is and has been, therefore, deeply interested in searching for some controlling agency, cause or forecast, whereby the conditions of the weather, especially in time of harvest, might be safely predicted a few days in advance. This idea led the official in charge of the Greenwich observatory about twenty-five years ago to make a speciality of observing the effects of the moon upon our atmosphere, and their decision, after twenty years of close observation, was that the moon had no appreciable effect on humidity here, and a little personal reasoning upon the matter seems to bear out their scientific conclusion.

Under the old "moon changing" theory we have "wet moon," "dry moons," "before" and "after" midnight changes, "moon south," etc., all of which are supposed to effect the weather, more or less, for even some weeks ahead. Now the Dulles is 90 miles east of Portland, same latitude, yet the rainfall at Portland is about eight times greater than at the former locality, in spite of the fact that both places have the same "wet moons," "midnight change," etc. On the east side of the Andes on the forest plains of the Amazon, the rainfall is simply tremendous, whilst a few hundred miles east, in some parts of Peru, it rains on an average once in seven years with the same "wet," "dry," "before" and "after" midnight changes. Again there are three months in each year in Cuba during which the rainfall is so excessive that outdoor work is almost impracticable, and ditto during a part of the rainy season of India, upon whose weather a succession of "dry" moons have no more effect than does the changeless shining stars. And why? Simply for this reason, or rather several reasons. By its gravity the moon attracts the tides uniformly every twenty-four hours, with a reflux every twelve hours. Now if the moon's attraction disturbed our atmosphere sufficient to cause wind or vaporous precipitation, it would occur regularly every day, as with the tides, but we witness no such phenomena in the "weather." Again, the moon has no "quarters," the term is only men's signification or division of its appearance as it advances or recedes its face in the sunlight, its change either way is regular every day. There is no more in this moon "quarter" business than there is in the sun's crossing an imaginary line east and west in March and September, for the fact is, the sun crosses an imaginary line every day in the year. No, it is now an established fact that it is the sun's heat, putting currents of air into motion, precipitating the warm against the cool, always followed then by more or less condensation of vapor; as a primary cause, together with the motion of ocean currents, contains elevations and depressions of land areas, streams, lakes, forest tracts, in a thousand variations, as minor factors, is what causes the phenomena of "weather." Now were the moon an incandescent body, the additional heat from it then would certainly be a great factor in atmospheric disturbance on the earth, but the moon is only a dead world, shining by a little reflected light, and no perceptible heat, its light estimated at 300,000 times less when "full" than that of the sun. Is it not evident then, that there is not enough "in it" to effect the weather—even in Tillamook?

GRANGER.

TOLD OUT OF COURT.

The charge against the defendant was that he had stolen a white horse. "Allow me to ask you, Mr. Throgson," said the attorney for the prisoner, "if you are the father of a red haired girl?" "I am, sir," answered the man who had been drawn as a juror. "Your honor, I challenge this man for cause," said the lawyer.

In a description of the marvelous products of a Tennessee boom town a ladyologist, quoted by the court in a recent case said: "As to strawberries, I heard Hon. Benton McMillin remark at a dinner that 'two in a tumbler wouldn't leave room for a stick.'" On this the court said: "By way of annotation, we might add that the full significance of the remark of Hon. Benton McMillin might not be appreciated by the uninitiated, who might wonder what connection between strawberries in a tumbler and a stick. The inference that we draw from this remark, evidently made with pardonable pride by Mr. McMillin, is that mint is also indigenous to that locality and, indeed, we could conceive that, with the proper proportions, one strawberry and a stick would have been sufficient."

A Georgia justice of the peace once took it upon himself to charge a jury as follows: "Gentlemen, this is a case which has been tried by me before, and I decided in favor of the defendant." As the jury took the hint and found for the defendant just as the justice had done before,

fore, although the evidence was overwhelmingly in favor of the plaintiff, the higher court refused to let the verdict stand. It also commented as follows: "A justice of the peace is generally a man of consequence in his neighborhood. He writes the wills, draws the deeds, and pulls the teeth of the people; also he performs divers surgical operations on the animals of his neighbors. The justice has played his part on the busy stage of life from the time of Mr. Justice Shallow down to the time of Mr. Justice Riggins. Who has not seen the gaping, listening crowd assembled around his honor, the justice, on tiptoe—to catch the words of wisdom as they fell from his venerated lips?"

"And still they gazed,  
And still the wonder grew,  
That one small head  
Could carry all he knew."

OUR BOYS IN MANILA.

They Show they are as Gallant Soldiers as Ever took gun in hand.

Mr. W. D. Stillwell has received a copy of Freedom, a newspaper published in Manila, giving an account of the battle of Malabon, in which the gallant Web-footers took an active and prominent part, distinguishing themselves. We call from the Freedom these items of glad news:

"In the battle of Mababon on Saturday, Mar. 25th, the Second Oregon regiment U. S. V. took an active and leading part, and displayed courage, valor and endurance of the highest order. For years to come the work of this regiment last Saturday will be pointed out as an example of what can be achieved by volunteers. No veterans of Wellington or Napoleon or Grant could have done better. No one can possibly conceive the heroic bravery of the Second Oregon on this occasion unless he has walked over the battle fields; over the insurgent trenches, one after another; through the thickets and jungle; over open stretches where for 500 yards and boys faced a steady rain of bullets; and up to the final insurgent lines which consist really of a fort with stone loop holes. This is not exaggeration. It is not half the truth. The whole truth concerning the work of this regiment will not be written. No one saw it all, and descriptions of those rushed through the fields where the air was fairly charged with pulsing lead would hardly be believed. Why was the regiment not annihilated? God only knows. There is an old saying that it takes a ton of lead to kill a soldier. The natives are phenomenally poor marksmen. This fact and a favoring providence saved the Oregonians—as it did other regiments—from destruction.

"The insurgents with repeating Mausers threw torrents of leaden hail at our lines at random—some bullets must find a victim.

"Col. Summers should be proud of his regiment; the Eight Army corps should be proud of this record; and the good people of the great state of Oregon—can words express how they feel? People of Oregon, your sons have—this day proved that their blood is like that shed at Thermopylae and Bunker's Hill—the blood of heroes."

"Say stranger, did you see the Oregonians make that charge Saturday morning when so many of them went down under the withering fire from the enemy? You did not? Well then you missed something worth a journey around the world to see. You may read of it now and in years to come, for history will record no more valiant work, but as long as you live you will never fully know what the love of country and home will inspire brave men to do. Go out over the field and note the positions of the 2nd Oregon regiment and the enemy's entrenchments, especially the latter with their shot and shell defying strength; stand there and imagine you hear the bugle call to arms and see the blue shirts rise up like magic from behind their entrenchments and charge across the open field in the very teeth of a storm of Manser lead. Note that the enemy is completely under cover with every advantage on their side as they fire volley after volley into the line of charging blueshirts at short range. See the men from the web-foot state fall under the murderous hail and still keep a coming without thought of turning back. Brave men, true soldiers, being shot down by the well protected rebels and still charging right up into their very strongholds. And see as the line of blue gets nearer, the enemy's position becomes too hot and they break and run. See them go, see them fall, for the Oregonians have carried Old Glory on to victory.

"Go back over the field and help succor the wounded and carry off the dead.

"If you can imagine this you may gain a very faint idea of the really noble work that regiment did."

EVERY citizen who appreciate law and order admire the promptitude with which the federal government took steps to cope with the labor troubles in Idaho. The whole stability of our government depends upon law and order. It is a deplorable state of affairs when union men take upon themselves the work of wrecking and destroying private property. This cannot be allowed, even if union men have been wrongly treated. One of the greatest curses to organized labor is that trade unions have been influenced and dictated to by men who advocate

extreme measures. This policy cannot be tolerated, and when union men place themselves in the position of desperadoes, why, there is nothing left to do but to quench that unlawful spirit whenever it manifests itself. As long as union men keep within the limits of the law and work in harmony to protect themselves from unscrupulous, fleeing employers, who resort to every device to grind down workingmen to the lowest depths of slavery, they will have the respect and sympathy of the people of the United States, but as soon as they go beyond this, adopt the same tactics as anarchists, terrorize communities and wreck private property, then they deserve condemnation from all law abiding citizens.

AIR POWER CAR TESTED.

Successful Trial Run on New York Surface Roads.

The first of the air-power cars for the Twenty-eighth and Twenty-ninth street line of the Metropolitan road in New York City made an experimental run over the Twenty-third street line one day last week.

The new cars have the same general appearance as the standard electric cars used by the Metropolitan road, says the New York Sun. Some of the experimental cars were run on uptown lines among the electric cars and passengers never noticed the difference. The compressed air bottles are carried under the seats, three on a side. These bottles are made in Germany of a specially prepared nickel steel after a process similar to that used by Krupp in making armor plate for battleships. The first bottles were made to withstand a pressure of 4,000 pounds to the square inch. This left a margin of safety of only 1,500 pounds. The new bottles can withstand a pressure of 13,000 pounds to the square inch. The maximum working pressure will be 2,500 pounds, and the normal pressure will be 2,200 pounds.

In the new powerhouse at Eleventh avenue and Twenty-fourth street is the 1,500-horse-power air compressor, which has much the appearance of a marine engine. This vertical compressor is a great improvement over the horizontal compressor now in use and will do its work much more economically. The compressor is about sixty feet high and has a fly wheel twenty-two feet in diameter. It is a four-stage compressor. The air is taken in at the rate of sixty four cubic feet to the stroke. In the first compressing cylinder it is under a pressure of fifty pounds to the square inch. In the second compressor the pressure is raised to 172 pounds and the original bulk is reduced to eighteen cubic feet.

In the third compressor the pressure is 589 pounds and the bulk reduced to five cubic feet. Finally, in the last compressor, the pressure is raised to 2,000 pounds and the bulk reduced to one and one-half cubic feet. This is all done in four seconds. Compressing air so rapidly heats it to a high degree of temperature, and so after each compression the air is cooled by passing over cold-water pipes.

The capacity of a new compressor, if the cars were charged directly from it, would be eight cars. By establishing a reservoir of compressed air bottles the capacity will be increased indefinitely. From the compressor bottles the car bottles can be charged in two minutes.

A car will run sixteen miles on a single charge, and the cars, as built, will have a speed capacity of from ten to twelve miles an hour. They will be run at from five to six miles an hour and will be charged after every trip.

The mechanism of the new air motors is very simple. Unlike the first air power car, in which there was a great number of moving parts, the engines now to be used have very few moving parts. The running gear moves in a path of oil.

The motors are controlled by the motor men just as the motormen control the electric motors now. The platform controllers are only slightly different in appearance from those used on the electric cars.

The new cars run very smoothly. They are started with very little of a jerk. The aim of the Metropolitan's engineers has been, in fact, to produce a car which should be as much like the standard electric car as possible, so that the running of them would not confuse the employees. The car which made the experimental run yesterday was hailed several times by persons who thought it was one of the crostown electric cars. Cvet in Paris the air power cars are built on locomotive designs.

The new cars for the crostown line will be the first cars to be regularly run on a street railroad in this country.

The beef-packers are bringing tremendous pressure to bear on the president to remove General Miles from command of the army in spite of the closing recommendation of the Wade beef court that no further action be taken. The beef-packers are not alarmed about feeding bad beef to soldiers, but about the tremendous financial loss the report entails on them in the loss of export trade. Therefore, they want General Miles' head. There is no indication that the wish will be gratified, and unless they can coerce President McKinley. It is expected that Miles will retain his present command. Secretary Alger will serve out his term, according to the present plans, but during the sessions of the Wade court he thought the verdict would result in he or Miles being forced out.

1899.

RAMBLER BICYCLES

ONLY \$40 ONLY

1899 Shelby Ideals, G. & J. Tires - - - \$30

Better than any cemented-tired wheel on the market at any price.

1899 Shelby Ideals, Hosepipe Tires - - - \$25

As good as any \$50 cemented tired wheel.

Manufactured by Gormully & Jeffery. F. C. SHANAHAN, Agent.

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STEAMER LUELLE Direct From S. F. to Tillamook.

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For further particulars apply to

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No. 14 CALIFORNIA STREET, SAN FRANCISCO; or to TRUCKEE LUMBER CO.

Centrally Located. Rates, \$1 Per Day.

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M. H. LARSEN, Proprietor.

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Stage and Express Office. The Best Hotel in the city. No Chinese Employed



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6.00 ROUND TRIP. 3.50 ONE WAY.

ASTORIA AND TILLAMOOK.

PACIFIC NAVIGATION COMPANY

WILL RUN THE Steamer W. H. HARRISON or R. PELMORE.

Will make trips every five days, the weather permitting, between Astoria and Tillamook City, carrying freight and passengers.

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L. H. BROWN, PRESIDENT. W. H. COOPER, SEC. & TREAS. DIRECTORS: D. H. BROWN, H. G. DAVIS, G. W. TEFFT.

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Fine Dressed Flooring and Finishing Lumber a Specialty.

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Allen House.

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First class accommodation at second class rate.

BEST MEALS IN THE CITY. Tillamook, Ore

Headquarters for Forest Grove Stage Line.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, March 22nd, 1899.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3rd, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

MILES M. FLYNN, of Astoria, county of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 3094, for the purchase of the Lots 3 and 4 and E 1/2 of Sec 34 of Section No. 5 in Township No. 4 N., Range No. 9 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Thursday, the 15th day of June, 1899. He names as witnesses:

Michael Kenney, of Stevens, Oregon; James Lawlor, of Astoria, Oregon; James Burke, of Seaside, Oregon; Joseph B. Johnson, of Seaside, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of June, 1899. CHAS. B. MOORES, Register.

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St. Alphonsus ACADEMY, TILLAMOOK, OREGON.

CLASSES WERE RESUMED ON THE FIRST MONDAY IN SEPTEMBER.

GRADED COURSE OF INSTRUCTION

ST. ALPHONSUS ACADEMY is divided into four departments, viz: Primary, Intermediate Grammar, and Senior.

The year is divided into four terms of eleven weeks each.

TUITION FEE.

Tuition Fee for one pupil for a term of eleven weeks in the Primary Department, Two Dollars; in the Intermediate, Three Dollars; Grammar Grade, Four Dollars; Senior Grade, Five Dollars.

INSTRUMENTAL MUSIC.

Instrumental Music on the Piano or the stringed instruments, for a term of eleven weeks TEN DOLLARS.

VOCAL MUSIC.

Vocal Music, EIGHT DOLLARS.

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In the Business Department: Stenograph, Book-keeping, and Type-writing included, if desired. The common branches, THIRTY-FIVE DOLLARS for the whole course.

Plain Sewing and Fancy Work free to the pupils on Saturday afternoon. Latin, French, and German included in the Senior Grade. Private lessons in those languages TEN DOLLARS a term. Board and Tuition, including plain and fancy needle work, THIRTEEN DOLLARS a month. When there are four pupils in one family attending, the last one is free. Sewing school, free to pupils, will be resumed on the first Saturday in October.

REGULATIONS.

Students are entered at any time during the Session. No deduction will be made in either the Academic or Music Department for the Christmas or Easter Holiday, for withdrawal before the expiration of the term or absence, except in case of dismissal or prolonged illness.

Those who finish a complete course in the Academic or the Commercial Department and pass a satisfactory examination in the branches prescribed are entitled to a Diploma.

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