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PACIFIC LUMBER CO.,

Manufacturers of

All Kinds of Fine Merchantable Lumber.

TILLAMOOK, OR.

Fine Dressed Flooring and Finishing Lumber a Specialty.

Local Orders Promptly Filled. Well Stocked Lumber Yard near Court House.

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J. P. ALLEN, Proprietor.

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Headquarters for Forest Grove Stage Line.



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Rates, \$1 Per Day.

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

THE TILLAMOOK.

Now Running Under New Management.

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First Class Headquarters for Traveling Men. RATES from \$1 to \$2 per day. FREE BATHS FOR OUR BOARDERS.

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O.R.&N.

Union Depot, Sixth and J Streets.
TWO TRAINS DAILY FROM ALL POINTS EAST.

"FAST MAIL ROUTE." Leaves for the East via Walla Walla and Spokane daily at 2:20 p.m. Arrives at 10:15 a.m.
Leaves for the East via Pendleton and Huntington daily at 8 p.m. Arrives via Huntington and Pendleton at 7:20 a.m.
Daily accommodation leaves daily except Sunday at 8 a.m. Arrives daily except Sunday at 6:30 p.m.

THROUGH PULLMAN AND TOURIST SLEEPERS.

Water lines schedule subject to change without notice.

OCEAN AND RIVER SCHEDULE.

OCEAN DIVISION.—Steamships sail from Astoria dock at 8 p.m. For San Francisco Geo. W. Elder sails October 4, 11, 20 and 29; Columbia sails October 5, 14 and 23; State of California sails October 8, 17 and 26.

COLUMBIA RIVER SUMMER SCHEDULE DIVISION.

PORTLAND, ASTORIA AND THE COAST.—Steamer R. R. Thompson leaves Portland daily, except Sunday, at 8 p.m., on Saturday at 10 p.m. Returning, leave Astoria daily, except Sunday, at a.m.

WILLAMETTE RIVER ROUTE.

PORTLAND AND SALEM.—Steamer Ruth, for Salem and way points leaves Portland Mondays, Wednesdays and Fridays at 6 a.m. Returning, leaves Salem Tuesdays, Thursdays and Saturdays at 7:15 a.m.

YAMHILL RIVER ROUTE.

Steamer Modoc, for Dayton and way points leaves Portland Tuesdays, Thursdays and Fridays at 7 a.m. Returning, leaves Dayton for Portland and way points Mondays, Tuesdays and Fridays at 7 a.m.

Steamer Almota, leaves Riparia Mondays, Wednesdays and Fridays at 1:45 a.m. a ter arival of train from Spokane and Portland Leaves Lewiston, returning, Sundays, Tuesdays and Thursdays at 6 a.m.

Steamer Lewiston leaves Riparia Sundays, Tuesdays and Thursdays at 1:45 a.m.; after arrival of train from Spokane and Portland, Leaves Lewiston Mondays, Wednesdays and Saturdays at 6 a.m.

W. H. HURLBERT, General Passenger Agent.

TWO LIVE PAPERS.

The regular subscription price of THE HEADLIGHT is \$1.50, and the regular subscription price of the Weekly Oregonian is \$1.50. Any one subscribing for THE HEADLIGHT and paying one year in advance can get both the

HEADLIGHT

and

WEEKLY OREGONIAN

One Year for \$2.25.

All old subscribers paying their subscriptions or one year in advance will be entitled to the same offer.

JAPAN COURTS WAR

Anxious to Try Her Strength With Russia.

VICTORIA, B. C., Nov. 11.—That the rumors of the serious situation between Russia and Japan are not exaggerated seems certain from news received here from the East. The North China Daily News says:

"So greatly excited were the Chinese of the north by rumors of an impending war between Russia and Japan that many merchants, both Chinese and Japanese, who were doing business in New Chang, Port Arthur, and Che Foo have sent their families to Shanghai and elsewhere in the south for safety."

It is believed Japan rather courts the struggle, as she is now second only to England in naval strength in the Pacific, and for years has viewed the encroachments of Russia with resentment and alarm.

The Hong Kong volunteers have offered their services to the imperial government for service in South Africa.

It is said 2000 British subjects are serving with the American army in the Philippines.

Li Hung Chang, in an interview given to an American correspondent at Peking on the Philippine question, blames the United States severely for departing from its traditional policy, saying that had General Grant lived the country would never have entered upon the policy that he (Li Hung Chang) prophesies will be disastrous to the United States. When asked if China would object to Americans enlisting several regiments of Chinese to fight Filipinos, Li replied:

"China would not object if they were enlisted in the Philippines, and with the knowledge and consent of the Chinese consul there."

He said in conclusion: "You had better sell the islands to Japan for the sum you paid Spain for them; then clear off home and attend to your own business."

He suggested if that course were not pursued the next best plan was to buy Aguinaldo out.

A Terrible Battle.

PUERTO CABELLO, Venezuela, Nov. 12.—General Parades, a former commander of the army of ex-President Andrade, who had refused the demand made upon him by General Castro and the de facto authorities to surrender the town, even when this was reinforced by the request of the British, American, French German and Dutch commanders, surrendered this morning at 10 o'clock, after a terrible battle.

The aspect of the city is one of ruin and devastation, and it is estimated that upward of 650 persons were killed or wounded during the fighting. Dr. Braisted, of the United States cruiser Detroit, and the other surgeons of the various warships in the harbor are ministering to the wants of the wounded.

General Ramon Guerra led in the land attack upon the town and the position of General Parades on Friday night. Desultory fighting continued until Saturday morning about 4 o'clock, and then a fierce struggle ensued. General Parades made a stubborn defense, but General Guerra forced an entrance into the town at 5 o'clock yesterday.

As early as 8 o'clock Saturday morning the fleet arrived and began a bombardment, but the range was too great, and the firing proved ineffective. General Parades held the fort on the hill and Fort Libertador until this morning.

Rural Mail Delivery.

WASHINGTON, Nov. 5.—One section of the annual report of First Assistant Postmaster-General Perry Heath is devoted almost entirely to the rural free-delivery system—a new feature of the service in which Mr. Heath is intensely interested. This system, as yet, has barely got a foothold in Oregon and Washington, there being but three routes in Oregon, and one in Washington. Two of the Oregon routes have been instituted since the 1st of July, when an additional appropriation became available for this service. Under the present arrangement, it has been estimated that the delivery system costs but 84 cents per capita, and this is not taking into account the great increase of postal receipts, averaging 50 to 75 per cent, which always follows the establishment of rural free delivery; nor is any reduction made for the cost of fourth-class offices which have been or might be discontinued.

In commenting upon the service, Mr. Heath says:

"Whenever the system has been judiciously inaugurated, with a sincere purpose to make it a success, it has been followed by these beneficial results—

"Increased postal receipts. More letters are written and received. More newspapers and magazines are subscribed for. So marked is this advancement that quite a number of rural routes already pay for themselves by the additional business they bring.

"Enhancement of the value of farm lands reached by rural free delivery. This increase of value has been estimated at as high as \$5 per acre in some states. A moderate estimate is from \$2 to \$3 per acre.

"A general improvement of the condition of the roads traversed by the rural carrier. In the Western states especially the construction of good roads has been a prerequisite for the establishment of

rural free-delivery service. In one county in Indiana a special agent reports that the farmer incurred an expense of over \$2000 to grade and gravel a road in order to obtain rural free delivery.

"Better prices obtained for farm products, the producers being brought into daily touch with the state of the markets and thus being enabled to take advantage of information heretofore unattainable.

"To these material advantages may be added the educational benefits conferred by relieving the monotony of farm life through ready access to wholesome literature, and the keeping of all rural residents, the young people as well as their elders, fully informed as to the stirring events of the day. The moral value of these civilizing influences cannot be too highly rated."

PRESIDENT MCKINLEY will tell congress of his intentions to appoint civil governors of Cuba and Puerto Rico, and may even wait for congressional action before announcing the appointments. This statement is made on the authority of a member of the committee on foreign relations who had just talked with the president on the subject. Strong pressure is being brought to bear upon the president for the immediate appointment of these governors. Governor Roosevelt is particularly urgent in his championship of General Wood for the Cuban billet. He wants the appointment made at once, believing that the time is ripe for civil government and that General Wood is just the man to effect the change with the best result for all concerned.

On behalf of Admiral Dewey and his officers and men, Washington attorneys have asked the court of claims to find that the amount of bounty money due them is \$382,800. The decision of the court will establish a precedent which will effect the amount of bounty to be distributed among the officers and men of the North Atlantic squadron, which destroyed the squadron of Admiral Cervera. If the finding of court is in accordance with the request, the admiral's share of the bounty will be \$19,994.

Fourth Assistant Postmaster-General John L. Bristow, in his annual report, announced that during the past fiscal year 14,604 postmasters were appointed, 13,531 being fourth class and the remainder being presidential. There were 2359 post offices established, and 1505 discontinued. At the close of the year, the total number of postoffices in the country was even 75,000. Registered mail lost averaged one piece in every 25,980 handled. There were 1679 postal arrests during the year, including 119 post masters, 31 assistant postmasters, 41 postoffice clerks, 41 railway postal clerks, 34 letter-carriers, and 361 post-office burglaries. Of all these, 659 were convicted and 629 cases are still pending in the courts. The report says the practicability of transporting the mails over the proposed all-American route to the Yukon, Alaska, is a problem yet to be determined, and a recent inspection found so few settlers in this interior country that only one postoffice was established.

A long-lost will come to light, and with it the prospects that the immense estate of the late Andrew J. Davis, the Montana millionaire will again burden the records of the Montana supreme court. There is a woman in the case, and she is after her share of the Davis millions. Her name is Mary C. Wilson, and her home is in Chicago, but the case takes its origin in Omaha, as W. A. Sanders, an Omaha lawyer, leaves Chicago in a few days for Butte, Mont., to file the will for probate. Andrew J. Davis was one of the most conspicuous of the wealthy men of Montana, and when he died, on March 11, 1890, he left an estate valued at \$5,000,000 to \$7,000,000. No will was to be found other than a document executed in 1864, and aspiring heirs immediately plunged into litigation that was drawn out into a half dozen years. The story of the will has to do with the alleged relations of an old man who had already reached the age of threescore and ten and an exceptionally prepossessing woman not yet 30 years of age, placed in custody of the millionaire's last will and testament. Miss Wilson, it is stated, did not know of Davis' death until some time afterward, but no reason is assigned why her claim was not pressed until this time.

Concerning the reported absorption of the Union iron works, of San Francisco, by a gigantic shipbuilding syndicate organized by the Seligmans, the Call says: Preliminary steps to consolidate under one general management the leading shipyards of the Atlantic coast and the Union iron works, of the Pacific, were taken last summer. The negotiations were conducted with supreme secrecy. It now transpires that before Henry T. Scott left the city on his recent Eastern trip all of the stock of the Union iron works was placed in escrow in the Anglo-California bank, of San Francisco. This bank is the agency of the Seligmans in California.

NOTICE.

TO WHOM IT MAY CONCERN: Notice is hereby given that I will not be responsible for any debts or contracts entered into or incurred on account of any of my interests in Tillamook county, by any person whomsoever, unless the same be authorized in writing by me. SAMUEL ELMORE

Truckee Lumber Co.,

OF SAN FRANCISCO, DEALERS IN

FIR & SPRUCE Lumber, BOX SHOOKS.

GENERAL MERCHANDISE

And LOGGERS' SUPPLIES,

AGENTS STEAMER LUELLA.

Hobsonville, Or. LEIGH JONES, Mgr.

C. B. HANTHORN, Pres.; A. WELCH, Vice-Pres.; S. T. HARRISON, Sec.

COLUMBIA ELECTRICAL & REPAIR CO.

Successors to the Columbia Iron Works.

Electric Light and Power Plants Installed. Estimates Given.

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Foundrymen and Boiler Makers.

Cannery, Steamboat, Loggers' Work and Blacksmithing. Electrical and Cycle Sundries in Stock.

Local Agents—L. HINER and H. HUDEN

The DIRECT ROUTE to TILLAMOOK. Carrying U.S. Mail.

Tillamook & North Yamhill Stage Line.

BARKER & McNAMER, Pros.

Stage leaves Tillamook daily except Sunday. Stage leaves N. Yamhill daily except Monday.

Tickets must be secured the day previous from the Agents at North Yamhill and Tillamook.

WINE AND LIQUOR HOUSE.

Billiard Parlors and General Social Resort.

C. E. HADLEY, Proprietor.

Agents for Kopp's Brewery, the Brewer of the Finest Beer in the Northwest. Strangers can find here a place to write, attend to correspondence, privately confer upon business or social matters and generally feel at home.

Tillamook City, Oregon.

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PROPRIETORS OF

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Fresh and Cured Meats, Hides, Wool, etc.

Shop next door to Larsen's Hotel, Tillamook.

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You intend to give your house a new dress inside or out, see

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FRED SAPPINGTON,

TILLAMOOK, OREGON,

Painter, Paper Hanger and Decorator.

All work done on the Shortest Notice and at Reasonable Prices. Satisfaction guaranteed.

Reduced Fares!

6.00 ROUND TRIP.

3.50 ONE WAY.

ASTORIA AND TILLAMOOK.

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WILL RUN THE

Steamer W. H. HARRISON or R. P. ELMORE.

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

ELMORE, SANBORN & CO., ASTORIA; or COHN & CO., TILLAMOOK, AGENTS.

