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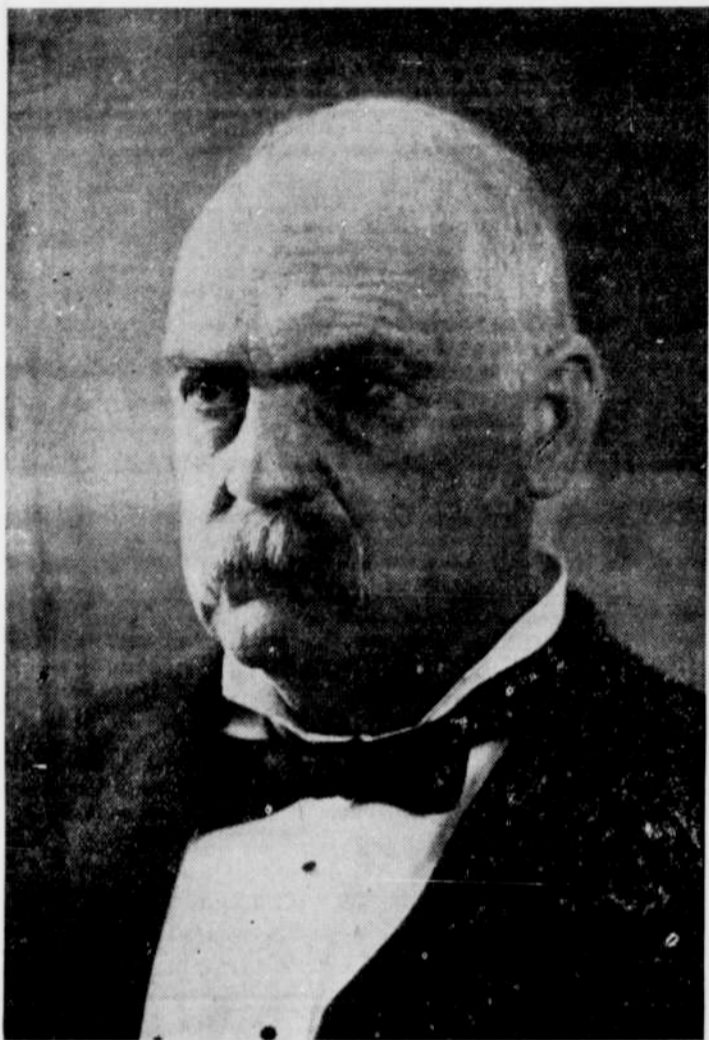
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H. W. SCOTT, EDITOR MORNING OREGONIAN,
And the Tillamook Headlight's choice for United States Senator.

At the next state and county election every voter will have an opportunity to indicate who they desire for United States senator by writing the name on the ballot sheet. In all probability, should there be several aspirants, the voting will become sectional. Tillamook county has no favored son for this exalted position, consequently the people of this county will have to make choice from those residing in other parts of the state, or as a Tillamooker would put it, residing on the "outside." Tillamook county should be unanimous in its choice. Mr. Scott is the Headlight's choice because it is an honor Oregon should take pride in conferring upon him for a long life of usefulness in behalf of the State. No man knows the needs of Oregon better than Mr. Scott. He knows the needs of Tillamook, the prosperous, in luxurious and contented condition of our people, the need of the iron horse and bar improvements which would convert Tillamook into a bee hive of industries, and he has for a number of years deplored our "bottled up" condition, extolled the people of Tillamook for their patience and perseverance, in season and out of season gave Tillamookers a kind word of cheer while at the same time tried to interest capitalists to build a railroad from Portland to Tillamook. Time is not far distant when an appropriation will be required, after the survey is made, for the improvement of Tillamook bar. Then it is that Tillamook county requires a man in the United States senate who is thoroughly acquainted with our condition and can speak intelligently as to the urgent need of such improvement, and that person is H. W. Scott. He should be Tillamook County's unanimous choice, and the people will not be making a mistake when they indicate at the next election they desire him to succeed Senator Simon.

Editorial Jottings.

The wreck of the lumber barge C. H. Wheeler is a serious loss to the lumber industry of the Nehalem river, for it deprives the Nehalem Lumber Company of a vessel which was built expressly for that trade and to overcome the difficulties of getting in and out of that river on account of a shifting bar. It was with commendable enterprise that the barge and tug were constructed so as to enable the Nehalem saw mill to manufacture and ship lumber, and for that reason we deplore the loss of the vessel. It is not only a financial loss to her owners, but it staggers the lumber industry of that river, at least for this winter. Although Tillamook county possesses an unlimited quantity of timber, transportation is the knottiest problem that the lumber manufacturers have to contend with, and no matter how pushing and enterprising they are, they have to contend with difficulties which lumbermen in other parts of Oregon have not to face. Hence, men with true Western grit have to succumb to the inevitable when they meet with losses like that which wrecked the Wheeler or come up smiling and report to the next best thing. Relief can only come when bar improvements are made or a railroad relieves the difficult situation somewhat. Considering all things, the Wheeler was instrumental in overcoming the difficulties at the Nehalem bar, and was a decided improvement and was turning out a success had she not been left to her doom by the captain of the tug after the tow line parted and he hastened to Astoria.

No doubt congress will pass a stringent law to suppress anarchy, but it should also pass a law to purify politics. One is as important as the other, for we believe that political corruption is just as bad as anarchy when one considers its pernicious effect. Yet some of our legislators, who have obtained their seats in congress through political corruption, will vote to suppress anarchy. Both should be tarred with the same brush.

It is stated that the country telephones are being utilized to some extent to facili-

itate courting. This is all right, but it can never take the place of the real thing. The fact that a dozen people or more on most country lines may, if they will, hear all that passes over the line, will of necessity limit the use of the phone for this purpose. Call us up, Central, when there's any sparking going on.

Now that Portland is on record as having contributed liberally for the Lewis and Clark Centennial, the people of that city are casting their optics about and wondering if other sections of Oregon will be as liberal handed. It should be, for the exposition will benefit the whole state.

One of those men with a microscope has located as many as 194,424,000 bacteria in one cubic centimeter of milk. As a fair sized drink of milk would measure about a hundred centimeters you can figure out about how many wugglers you are taking into your stomach.

The great boom in North Dakota lands is largely attributable to the fact that with a fairly good season a man can buy a farm, sow it to flax and pay for the land in September with the proceeds of the crop.

The good hired man has no intention of remaining a hired man any longer than he has to. It is his ambition to be something better than a toiler for others which makes him the good hand which he is.

When the anarchists in Chicago last week cheered Caspary, the murderer of President McKinley, if they had received the treatment they deserved their cheers would have been answered with a hail of bullets.

The difference between the Angora goat and the common billygoat is said to be in the fact that the Angora will not eat up the family washing if it has the chance, while the billygoat will.

When a man is real anxious to be elected a director of the country school district, it is two chances to one that he has a daughter he wants to act as a teacher.

THE WHEELER'S FATE.

Derelict Barge Pounded to Pieces in the Breakers.

NEWPORT, OR., Dec. 4.—The lumber barge C. H. Wheeler, bound from Nehalem to San Francisco, with 552,000 feet of lumber, went ashore two miles south of Yaquina bar about 10 o'clock this morning. The Wheeler, which was lost in a storm off Cape Blanco, by the tug Vosburg, November 27, has been making her way up the coast ever since. She was sighted early this morning by the life crew, directly opposite the station, being about three miles off shore, signaling for a tug, but there was none here to go to her assistance. She had main-sail, fore-sail and jib set, and was slowly making her way north, but drifting inshore all the time. About 9 A. M. she was close to the outside line of the breakers. The crew then lowered the mainsail in hopes of bringing her around on another tack. Failing in this they attempted to make for the bar and sail her into the bay, but their attempt was futile, as they could not steer her. The wind was light and the tide ebbing. Their last hope had vanished, and before them was nothing but the wire lines of the breakers and the chance of a watery grave. They soon passed over the first line of breakers, and then big waves rolled upon them, carrying away the mainmast.

Coles Swept Overboard.
The colored cook, J. W. Coles, was swept overboard, and was seen clinging to wreckage a short time afterward, but evidently did not survive long. Such a fury of waves beat onshore that Captain Wellander knew that an effort to launch the surfboat would be futile. Life-savers ran the beach apparatus out on the beach to a point where it was believed the barge would come ashore after passing the line of breakers. On the outer reef the barge seemed to be in a calm place, with head to sea. It was thought the anchor had been let go, and that she would ride there in safety for a time at least. In a few minutes it was clear that she was still drifting, and finally she swung broadside to the sea. A large comb rolled over her, throwing her on beam ends, and everything above decks went by the board. One of the men clung to some wreckage and came ashore half a mile above the place of the wreck. The other two staved with the main deck-load, which followed in the wake of the derelict, about two miles to the southward, where she struck. It was a very close call for these two, as they would be first on one end of the lumber and then would scramble for the other end. They were almost exhausted when the life-saving crew, who dashed into the surf above their waists, throwing the unfortunate men a line. The third seaman was more dead than alive when picked up by two surfmen. He sustained several external injuries, none serious. The sailors found hot coffee and warm clothing awaiting them at the life-savers quarters. The Wheeler was drove well up on shore and part of her cargo can be saved. The survivors were: T. Peterson, San Francisco; A. Peterson, Aberdeen, Wash.; M. Yerman, Nehalem. The lost, J. W. Coles, of San Francisco.

Story of a Survivor.

Seaman A. Peterson gives the following account of their experience:
The Wheeler, in tow of the tug Vosburg, left Coos Bay Monday, having put in there on account of a stress of weather. When about 70 miles off shore, at 7 P. M. on the 27th, the hawser parted, as we supposed. We showed lights, put up a piece of the mainsail to keep her head to the sea, and at the same time one of the crew got a bright light to show the position of the barge. We saw the lights of the tug for about 15 minutes after breaking drift. After getting up in the air on account of a stress of weather, but could make no headway and drifted northward for about 35 hours. Friday at 11 A. M. we tacked about and made an easterly course until Saturday morning, when we struck a heavy southeast gale. There was a heavy sea running all the time, but we took very little water aboard. We drifted north-northwest until Sunday morning, then about 8 A. M. the wind shifted and we steered east-southeast, continuing on this course up to Monday morning, when we got a heavy gale from the southward, later changing to southwest. Tuesday night at 1 A. M. we got a wind in shore and sighted Yaquina headlight about 7 P. M. Provisions were exhausted by this time and we tried to "bout ship," but were unable to work her around. At this time the wind was blowing so hard that we were unable to carry sail. About 12 o'clock the wind calmed down and we made sail and tried to head off shore, but in spite of all our efforts, the vessel kept drifting in closer until off Yaquina Bay. It was then that we decided to try and make this bay, as it was impossible to keep her off shore any longer. We tried to head the vessel for the entrance, but she was quite unmanageable and would not answer her helm and drifted over the south spit.

In the Breakers.

"After getting into the breakers we shipped a tremendous sea, and the mainmast and rigging were carried away, with a large portion of the deckload. A few minutes later another sea swept the rest of the deckload overboard, Coles and Seaman Yerman were carried overboard by the first sea. Yerman drifted ashore, clinging to a plank. Coles, who had a life-preserver on, drifted around with the wreckage, and that was the last seen of him by us. I and T. Peterson were swept overboard by the second sea that boarded the vessel, but managed to keep on top of the great mass of lumber that formed a kind of a raft in the lee of the vessel as she drifted down the beach in the surf, until nearly opposite the life station, where we were rescued from our perilous position by the life crew.

Spoken by the Robert Dollar.
"Yerman is badly bruised and cut about the head and legs. We escaped with some slight bruises. The life-saving crew did everything possible for our comfort. About 12 M. on Tuesday the steamer Robert Dollar, going north, answered the distress signal which we have kept flying since we were cast loose. She came up close to our lee and told us to get a tow-line ready. We attempted to pass a line to the Dollar by making a small line fast to a barrel and letting it drift to windward, while the steamer lay to leeward. After waiting a short time and failing to get a line, the steamer departed, leaving us to our doom. That was the only sail we sighted. It seems that the Dollar could have got our line if she had gone to windward. I cannot imagine how we ever got to shore, as the sea kept breaking continually over us, and tossing our raft about in the air in an indescribable manner."
From the moment the vessel was sighted the life-saving crew was in readiness to give all the assistance possible, and but for their promptness, Seaman Yerman's life would have been lost, as he was helpless from the cold battering of the surf when he drifted into shoal water. The crew severely condemns the captain of the tug for deserting and letting it say he had taken on a fresh supply of coal at Coos Bay, while aboard the Wheeler was another hauser better than the one in use.

An Explanation Needed.

(Yaquina Bay News.)
A question that is being generally asked here, with regard to the Barge Wheeler disaster, is, Why the master of the tug Vosburg didn't put into this port instead of losing "two days" valuable time in getting up to Astoria, after passing Yaquina, which offered a safe port of refuge and where railroad and telegraph communications afforded quick means of securing any needed supplies; and where the tug would have been over one hundred miles nearer the locality where the barge broke adrift. Had Capt. Ahues done so neither the Wheeler, cargo, or life would have been lost. This is a plain, cold, glaring fact for the bar, last Friday when the Vosburg passed on her way to Astoria, was moderately smooth, notwithstanding the heavy surf along the beach. And Tuesday when the Wheeler was first sighted there was nothing to have prevented going out and towing her back into safety. Again; it would appear from the statements of the survivors of the wreck, that barring the rough weather, the master of the tug had no reasonable grounds for rushing off to Astoria in the manner he did until satisfied beyond a doubt that the barge had "turned turtle" as he supposed she had. Had he layed too in the gale it is not reasonable to suppose the tug would have drifted much faster than the barge, and by daylight the distance between the two vessels could hardly have been so great that the barge with her sails set and deservable for a considerable distance could scarcely have escaped being picked up and with the "spare hawser" aboard her have been towed into Yaquina Bay or Coos, had it been more convenient. It looks very much as though Capt. Ahues will have considerable explaining to do when called upon.

The master of the Rudolph Dollar may also find it hard to make an explanation that will set him aright in the minds of the public for his conduct in not either making a more vigorous effort to get out a line to the ill-fated vessel; not even waiting to give the crew a chance to leave their unwieldy and at the same time dangerous craft, which the men would gladly have done, as they were then steadily drifting towards shore and were fully alive to their perilous position.

STATE OF OHIO, CITY OF TOLEDO, S.S. LUCAS COUNTY.
FRANK J. CHERNEY, makes oath that he is the senior partner of the firm of F. J. CHERNEY & CO., doing business in the City of Toledo, Ohio, and State of Ohio, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of CATARRH CURE cannot be cured by the use of HALL'S CATARRH CURE.
FRANK J. CHERNEY,
Sworn to before me and subscribed in my presence, this 4th day of December, A. D. 1888.
A. W. GLEASON,
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