

THE BUGLE CALL.

EDITORS:

EMERSONIANS. EMERSONIANS.
Dawson. Elmer Allen.
Stillwell. Cloyd Dawson.

In the last examinations given in physiology by the teacher of the sixth and seventh grades, the following notable answers were given: Uthare composed of lime, glue and gum; the nervous system includes brain, heart and liver; headaches come from gum with linsol rapped around it.

To be or not to be, that is the question. Perhaps that was the question, but the question now is "Shall Cloyd or Albert pay for a new gate, which has recently become necessary?"

One of the best things on the last program was a recitation by Miss Clark.

We must compliment the E.L.S. for having a poet who far out shines Shakespeare or Milton, and whose name will be remembered long after theirs have been forgotten.

For some of the remaining "new moon hay," see Carl Dawson, Albert Brownell, Lynn Eberman or Arthur Edmunds.

Miss Lillian Young was in Monday arranging to take up her work with the school later in the year.

A measurable feature of the E.S. program Friday was a quartette rendered in costume by Messrs. Carl Dawson, Albert Brownell, Lynn Eberman and Hugh Bines.

That school courses are changing is more and more in evidence every year. Greater allowance is being made for what the student expects to do after leaving school.

The Alumni of the H.S. are requested to keep in touch with Alma Mater through the columns of the Bugle Call.

Last month 164 students were neither absent nor tardy.

The rainy days emphasize the necessity of an indoor playground and gymnasium.

The school grounds were raked last Saturday, improving their appearance greatly.

Miss Nielson is absent from the 8th grade this week, due to sickness.

Where Peters returned work in the H. after a week's absence.

The new form in which the Bugle Call appears this year is received quite favorably among students. Thanks are due the publisher of the Headlight who has continuously added to his work in getting out the paper.

Don't forget that the Junior Annual may still be had by applying to any of the present Senior class.

The magazines in the library are being classified and arranged for more convenient reference.

Rain this week has interfered serious with ball playing.

Reports are sent out this week. Parents are cordially invited to consult with the teachers regarding the school work.

Now if we had an electric car line on our school ground we would have a complete city in front of the school house. We have a blacksmith shop and a telephone system at present.

Last Thursday and Friday were used for the purpose of finding out what the students know. The teachers probably think that some of them don't know as much as they should.

Lillie is taking short hand this year and the first word she learned to write was horse (Horace).

The Bugle Call is still in the ring and we have Fatty as one of the reporters this year. "That's all right."

School notes of an exchange says: "The first month's cards have just been placed. This is a good time for us to examine carefully our methods of work and see if there are many moments going to waste which might better be used in preparing our lessons. Most of the cards are due to lack of system in our work, as well as to the lack of study at home in the evenings."

Goldsworthy recently received a letter from a friend in Chicago who visited Tillamook some fourteen years ago.

Presume your town has improved since then. I remember it with a deal of interest. A Mr. Smith was city superintendent at that time, and

I had to drive south to his place. I never shall forget my visit to his home and the courtesy shown me by him and his family. I have often wondered what has become of this young man. I should like to know where he is, that I may write him a letter.

Well, you have gone pretty nearly to the jumping off place. I hope you will like Oregon as well as I do. Notwithstanding the rains you have, it is a glorious climate, and the good people are not surpassed in kindness and hospitality.

Let me hear from you occasionally, and write me all about the country there.

With kind regards, I remain, Yours very cordially, J. D. WILLIAMS.

Washington's Second Administration.

Washington's second administration March 4th, 1798, to March 4, 1797, was one of the most eventful administrations in the history of the United States.

At this period it took a sturdy hand to guide the new republic and keep it from being drawn into the great European turmoil. Many people of the United States, however, wished to aid France, their former ally in her struggle for freedom. But Washington with great foresight issued a proclamation of neutrality. Washington met with some opposition in this, however, for among the people many Jacobin clubs were formed. Even the French Representative Genet did not regard the proclamation as just. Also the treaty made with England by John Jay was not wholly satisfactory, but Washington held firm to his position and the difference soon died out. Thus Washington kept his country from engaging in entangling alliances.

Not only were European events affecting United States history, but many events were taking place at home. Three states, Vermont, Kentucky and Tennessee were taken into the Union. The Whiskey Insurrection in Pennsylvania was put down without bloodshed. The successful campaign of General Wayne against the Northwestern Indians also was of great importance. Then with the issue of his farewell address Washington's very successful administration closed.

MOFFAT'S EYES ON OREGON.

Oregon; Midland Railroad Co. Incorporated.

That David Moffat, the Colorado railroad builder, who is behind the Colorado Midland, has his eyes on Oregon has been believed here for some time and confirmation is seemingly lent to the belief that Moffat will extend to the Oregon Coast by reason of the filing of articles of incorporation of the Oregon Midland Railroad Company with the Secretary of State at Salem yesterday. The Oregon Midland is formed with a capital stock of \$100,000, which is considered a merely nominal capitalization, and the avowed objects are to construct a line of railroad from Weiser, Idaho, through Oregon to Portland, Tillamook and to Coos Bay. Incorporators are Portland people, R. A. Caples, C. M. Conry, Miller Murdock and John P. Van Orsdel.

It is known that the men whose names appear in the articles of incorporation are allowing themselves to be used for the purpose of incorporation and have no interest in the construction of the railroad as projected. The fact that the Colorado Midland is now extending toward Weiser, which it will reach by connecting lines, lends color to the belief that the Moffat interests are taking active steps to push their lines to the ports on the coast of the this state.—Oregonian.

30 Miles on Stretcher.

ASTORIA, Or., Oct. 13.—After being carried on a stretcher for fully 30 miles, a portion of the distance over the roughest kind of a road, E. F. Cooper, a timberman having headquarters in Port land, reached here this afternoon and left on this evening's train for his home in Portland.

About a month ago, Mr. Cooper, with a party of Portlanders headed by C. F. Doty, went to the Nehalem Valley on an elk hunting trip. While there he was taken ill and for over three weeks he was at the home of J. C. Relerson in a precarious condition. Two trained nurses were sent from Portland to care for him and it was due in no small degree to their nursing that he survived.

On Saturday afternoon Mr. Cooper's condition had so improved that it was deemed safe to bring him to Astoria. As the road was in too bad condition to bring him on a wagon a stretcher was made, 12 men employed to carry it by turns and the start was made at an early hour Sunday morning, the nurses riding on horses and at intervals gave their patient attention and nourishment.

Sunday night the party was compelled to camp out, but the stop was made at the quarry, where the county rock crusher is being operated, and the men there rendered every assistance possible. Late at night the nurses rode to a cabin more than a mile away, where they secured a chicken and made a broth to strengthen Mr. Cooper for the balance of the trip.

On reaching here Mr. Cooper did not appear much the worse for the trip, but his condition is still considered critical. The two nurses who made the arduous trip to care for the invalid are Mrs. Hortense Holmes and Mrs. Ida R. Stokes, of Portland.

The Story of a Medicine.

Its name—"Golden Medical Discovery" was suggested by one of its most important and valuable ingredients—Golden Seal root.

Nearly forty years ago, Dr. Pierce discovered that he could, by the use of pure, triple-refined glycerine, aided by a certain degree of constantly maintained heat and with the aid of apparatus and appliances designed for that purpose, extract from our most valuable native medicinal roots their curative properties much better than by the use of alcohol, so generally employed. So the now world-famed "Golden Medical Discovery," for the cure of weak stomach, indigestion, or dyspepsia, torpid liver, or biliousness and kindred derangements was first made, as it ever since has been, without a particle of alcohol in its make-up.

A glance at the full list of its ingredients, printed on every bottle-wrapper, will show that it is made from the most valuable medicinal roots growing in our American forest. All these ingredients have received the strongest endorsement from the leading medical experts, druggists and chemists on the continent who recommend them as the very best remedies for the diseases for which "Golden Medical Discovery" is advised.

A little book of these endorsements has been compiled by Dr. R. V. Pierce, of Buffalo, N. Y., and will be mailed free to any one asking same by postal card, or letter addressed to the Doctor as above. From these endorsements, copied from standard medical books of all the different schools of practice, it will be found that the ingredients composing the "Golden Medical Discovery" are advised not only for the cure of the above mentioned diseases, but also for the cure of all catarrhal, bronchial and throat affections, accompanied with catarrhal discharges, hoarseness, sore throat, lingering, or hang-on-coughs, if not promptly and properly treated are liable to terminate in consumption. Take Dr. Pierce's Discovery in time and persevere in its use until you give it a fair trial and it is not likely to disappoint. Too much must not be expected of it. It will not perform miracles. It will not cure consumption in its advanced stages. No medicine will. It will cure the affections that lead up to consumption, if taken in time.

Electric Flashes.

No cities of any size in the Japanese Empire are without electric street cars. There are 545 miles of trolley tracks.

An electric blower for hot air furnaces has been devised which greatly facilitates the heating of buildings.

Whenever the reigning sovereigns of Great Britain travel by rail through their English domain, a special train de luxe is at their exclusive disposal. It is ventilated, heated and lighted by electricity, and in the King's own private car an electric reading lamp is fixed over the head of the bed. In the Queen's boudoir car the furnishings are marvels of beauty, while the equipment of the dining and those for the accommodation of the royal suite is all that convenience and comfort could suggest. All expenses connected with this train are borne by the owners, the London & Northwestern Railroad Company.

The trees of Central Europe are protected from the ravages of the Russian moth by new moth traps. Two large and powerful reflectors are placed over a deep receptacle and a powerful exhaust fan. The beams of light are thrown on the distant mountain sides and it is said that three tons of moths were caught the first night.

Germany possesses a large number of small water power developments. In Prussia alone in the year 1908 no less than 20,000 plants were reported.

The number of telegraph messages sent in the United States in the year 1906 was 94,000,000. The number of messages sent in this country for the same year by the Western Union alone exceed 71,000,000, not counting those sent over leased wires or under railroad contracts.

The Long Island Railroad has set aside \$2,000,000 for the electrification of its tracks from Long Island City to Port Washington, and from Flushing to Melba.

The General Electric Company, Schenectady, N. Y., has produced a mercury arc rectifier in connection with moving-picture machines. The use of the rectifier enables the operator to obtain direct-current from an alternating current circuit. This outfit forms a simple and compact piece of apparatus, requiring practically no more attention or adjustment than the ordinary rheostat, and will operate satisfactorily on any alternating current voltage from 200 to 240, and any frequency from 40 to 140 cycles.

Preliminary surveys for the proposed dam at Copper Falls are being made, and it is possible that power from these falls will be furnished to Ashland, Wis., by next December.

The Unaka (Tenn.) Tanning Company will erect a large electric plant for industrial power. A dam will be put in and the fall of Pigeon River utilized to run the dynamo.

Power from the new plant of the Spokane and Inland at Nine Miles Dam is now being used by the railroad for its Inland division, running from Spokane, Wash., to Palouse and Colfax.

There are 2394 miles of street railways in England, an increase of 1330 miles in ten years.

It is understood that a company, to be capitalized at \$3,500,000, is being formed to generate electricity at gas fields in West Virginia, to be transmitted to Cincinnati, Ohio.

Centrifugal air blowers driven by electric motors are said to be far better for pipe organs in churches than the old form of blowers.

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feet of wooden conduit and 700 feet of steel conduit with a head of over 200 feet. A dispatch from Berlin states that wireless communications between war balloons and land stations have been highly successful. Fifty years ago, August 5, the Atlantic cable was completed. The beautiful mountain peak of Japan, Fuji Yama, so frequently pictured on fans and screens, is to be lighted by electricity at night. Refreshment houses will be built along the trail to the top and equipped with telephone and telegraph stations. Capitalists are talking of an electric line from Buffalo to Pittsburgh. Mr. E. H. Harriman states that three lines of the Harriman system are to be electrified; the mountain division of the Union Pacific, which runs over the Rockies; the mountain division of the Southern Pacific, which runs over the Sierras; and the mountain division of the Shasta route, which runs over the Siskiyou mountains. It is estimated that this will cost \$40,000,000. Three French Naval officers have reported wonderful progress with their invention of the wireless telephone. The remarkable development of plant life in the Arctic regions where the sun is weak is thought to be due to atmospheric electricity.

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