



No. 10.--"Provide things honest in the sight of all men."

This is the tenth and last quotation of our literary contest. At the request of a number of our friends we republish the nine previous ones. Here they are:

No. 1.--"Ready money is Aladdin's Lamp."

No. 2.--"He will always be a slave who does not know how to live upon a little."

No. 3.--Put not your trust in money, but put your money in trust."

No. 4.--"Do not squander time for that is the stuff that life is made of."

No. 5.--"Do not waste your time figuring why a black hen lays a white egg--get the egg."

No. 6.--"Our greatest glory consists not in never falling, but in rising every time we fall."

No. 7.--"The struggle for to-day, is not altogether for to-day--it is for a vast future."

No. 8.--"An honest man's the noblest work of God."

No. 9.--"I have five Hundred Crowns, the thrifty hire I saved under your father."

Without restriction or condition of any sort, every man, woman and child in the county is invited to guess the authorship of these ten quotations.

To the most successful will be awarded a cash prize of \$15, second \$10 and third \$5.

IT IS NECESSARY--
1st--To write your answers, plainly, numbering them, and to sign your name, address and name of school, if a student.
2nd--To mail your answers to us, addressing them to the Bank, and marking the envelope "Literary Contest."
3rd--To have your answers in by Feb. 22nd, on which date the contest closes.

The name of the winning contestants and the correct answers will appear in the first issues after Feb. 22nd.

We wish every one success in guessing these authors, and whether successful or not, we hope they will remember them and be aided by their truthful teaching. Remember the quotations and remember we solicit the opportunity to handle your banking business.

FIRST NATIONAL BANK OF TILLAMOOK.

The only United States Government Examined Bank in the County.

TILLAMOOK JOTTINGS

Dr. Morris, eye specialist.
Fannies Wanted at the Tillamook County Bank.
Fred Nicolas of Beaver was seen on our streets Saturday.
Before you buy any Alfalfa or Oat hay see Wm. Curtis or H.C. Kunze.
Wood for sale, any kind or any amount--For prices see George Gousson.
Write or phone to E. G. Anderson, Hemlock, for Cedar Fence Posts.
Sunday and Monday was stormy weather and cold, with heavy rain showers.
Bours, cheapest and best paper in town. Leave orders at King & Smith Co.
The Tillamook Ice and Cold Storage will pay you the best price for your chicken and fish.
Sheriff Crenshaw had a jail break this week, when one of his juvenile prisoners broke out with measles.
Tillamook Hose Company will give its annual dance at the Commercial Club rooms on Feb. 22.
Save money by guessing. The First National Bank's advertisement will tell you how. Look it up.
Trial of John Chang, the Chinese doctor, which was to have taken place on Saturday, did not materialize, as the celestial did not appear.
F. S. Whitehouse & Son, the leading agents, for Bond, Accidental and Fire Insurance, as they have more than three-quarters of the business written in Tillamook because they are better than any one else in the

Earl Ayer, a prominent dairyman of the south end of the county, was in town from Woods the last of the week.

The highest Cash Price paid for all kinds of Furs, Hides and Sheep Pelts. N. E. Melchior, Tillamook, Oregon.

In buying Furniture, remember that Jones Knudson Furniture Company will give 10 per cent discount for cash.

Frank Buell's barn at Long Prairie was unable to withstand the wind storm on Sunday, which collapsed.

There will be something doing in L.O.O.F. Encampment on Thursday of next week. All members are requested to be out.

Alfalfa or Oat hay. Wm. Curtis, the Grain Man, or H. C. Kunze will sell you hay as cheap as anyone. Quality considered.

There will be a meeting of the members and friends of the Presbyterian Church next Sunday evening after the service.

Try a bale of third cutting California Alfalfa or Oat Hay, the best and cheapest quality considered. See Wm. Curtis or H. C. Kunze.

Be sure and take part in the First National Bank's literary contest. See the prizes that are offered in the bank's advertisement on this page.

Snow Drift flour, \$5.60 a bbl. and \$1.45 a sack. Lighthouse flour, \$5.25 a bbl. and \$1.35 a sack. Imperial flour, \$5.75 a bbl. and \$1.45 a sack.--WM. CURTIS, The Grain Man.

There will be preaching services both morning and evening at the Presbyterian Church next Sunday, and at the evening service the members of the K. of P. will attend that service.
Mrs. Hill has moved into the building vacated by the Parker Bros., where she will have more accommodation to serve meals. Give her a call. Home made cakes, breads, salads, etc.

We are sorry to announce the death of Smith Berns, the infant son of Mr. and Mrs. Sidney S. Johnson, in this city on Tuesday. The funeral service took place this morning at the Catholic Church.

Sheriff Crenshaw sold the property of Frank Maury at Garibaldi, on which is located the hotel known as the Dixon House, last week on a mortgage foreclosure. The property went to G. R. Edner for \$2,050.

George Williams, who has been doing business in Portland and Seattle for the past week, returned Sunday by the way of Necanicum Mountain. He reports the condition on the beach as being rather rough when he came in.

The Board of Examiners have not passed upon the papers of the teachers who took the examination last week.

The Steamer Sue H. Elmore came in on Wednesday with a full cargo of freight and a number of passengers. She leaves here today.

Benly Stam, Elbert Ginn and Myron Blanchard, of the Tillamook High School, leaves today on the Elmore to debate with the Seaside High School team.

The familiar sound of the whistle of the Tillamook Lumber Mfg. Co.'s sawmill was heard again after being stilled since last fall. The mill has been fixed up in good shape and will be kept running as long as there is a demand for lumber.

C. J. Chaffes closed a deal with P. J. Jones the past week for house and two lots in Sunnymead, the consideration being \$1400.00. Mr. Jones intends to move his family into California for their health as soon as he gets his business arranged.

The case of James Walton, Jr., trustee for Clyde Clements vs. Joe Therdich, which was a suit instituted in the justice court to deprive the latter of a lease to a building, and which was decided by a jury in favor of Therdich, has been appealed to the circuit court.

Star brand process barley, \$1.30 a sack and \$2.00 a ton; oats, \$1.85 hundred, \$36.00 ton; bran, 95c sack \$30.00 ton; mill chop, 95c. 90 lbs. sack, \$21 ton; shorts \$1.75 80 lbs. sack, \$31.00 ton; wheat, \$1.90 per 100 lbs.; cracked corn, \$2.00 per 100 lbs.; oil meal, \$3.30 per 120 lbs. sbs.; midds, \$1.95 per 100 lbs.; \$38.00 ton; Alfalfa meal, \$1.40 per 100 lbs.; \$28.00 per ton.--WM. CURTIS, The Grain Man.

While clearing land on the 'Glad' ranch just north of town Saturday, William Berns had the misfortune to have his right leg broken just below the knee. It seems that a log had been pulled up onto the pile and when it was let loose it rolled back and hit his leg. It was a wonder that he got off as easily as he did. Dr. Boals set the injured member and at present it is mending as well as could be expected.

The high tide on Monday noon was backed with a strong west wind, which drove it up the slough. It covered Lamb's dock about two inches and covered some of the bottom lands. Usually when the water reaches that height it is caused by Wilson river or Doroughty slough overflowing its banks, but on this occasion it was caused by the tide in Hoquart slough.

Wm. Riefenberg, who has been in Panama and Colombia, S. A., for the past three years, arrived on the Grand Ronde stage Saturday. He has been in the employ of C. A. McNelan, of Portland, while there. Mr. McNelan owns about ten thousand acres of fine timber on the Isthmus. Most of the timber being hardwood. Mr. Riefenberg states that Panama is a fine country, although undeveloped.

Owing to eleven feet of snow in the mountains, no mail arrived in this city on Tuesday and Wednesday over the North Yamhill route. As soon as the postmaster could get into telephone communication with the officials in Portland when the telephone line was able to be operated on Tuesday, he had the mail routed via Willamina, but not in time to prevent two days mail being stalled in the mountains. It is expected that the mail will reach this city some time to-day.

The steamer Golden Gate reached her dock in this city on Friday morning, after unloading part of her cargo onto scows. It seems she must have been injured crossing the bar, as the engineer reported that the engines worked hard after crossing and next morning it was impossible to move the propeller. The cause of her striking was on account of the shallow channel, there being two channels, and it was difficult for Captain Snyder to tell which was the safest channel to take. The steamer is damaged in her stern, the rudder post being stove in and the shoe locking her propeller. Captain Hosford came in from Portland and as soon as weather will permit the tug Geo. R. Vosburg will tow the disabled vessel to Portland.

To Answer Lro. Hoven's Advt.

EDITOR TILLAMOOK HEADLIGHT.
DEAR SIR,--Will you please give notice in your valuable paper that on next Sunday, at the Adventist house of worship, at 3 p.m., I will answer Bro. Hoven's advt. in the issue of the Headlight of Feb. 2nd, 1911. Everybody invited.
J. A. DAWSON.

A marriage license was issued to Ira C. Tomlinson and Linnie Coulson.

J. M. Liiberg vs. Charles F. Hohobert is a foreclosure suit filed in the circuit court.

Commercial Club Meeting.

A meeting of the Tillamook Commercial Club was held in the club rooms Monday evening, with President Webster Holmes in the chair. The most important matter to come up for consideration was a letter from Major Morrow giving the status as to the progress made in regard to the improvement of Tillamook bar, the engineers at Washington giving those interested in this improvement an opportunity to furnish more information as to the prospective commerce of the port, as the Board of Review had turned down the project on account of the present and prospective commerce did not justify the expenditure, appears to be a stereotyped way with the officials at Washington to turn down harbor improvements on this coast. President Botts of the Port of Tillamook read a letter from Senator Bourne, and from the trend of that communication it was plainly intimated that it would be impossible to secure an appropriation at the present session of Congress. Mr. Botts outlined what he thought should be the policy of the Port in regard to the improvement of the slough. He said he was in favor of obtaining plans and letting the work by contract. Secretary Walton, of the Port, pointed out that as they were unable to secure an appropriation at this session of Congress it would be two years before any money would be available for that purpose, even if they obtained a favorable report at the next Congress, and that being the case, he was in favor of going ahead with the improvement of the slough. Rollie W. Watson, Thos. Coates, C. I. Clough and others took part in the discussion, all of whom were in favor of going ahead with the work at once. A motion to that effect was put by Mr. Coates pledging the Port the club's support, which was unanimously carried.

Presbyterian Church Notes.

Bible school at 10 a.m. Morning worship, 11 p.m. Subject of Sermon: "The Prayer Life of Jesus." Christian Endeavor, 6:45 p.m. Evening worship, 7:30. Subject of sermon: "The Value of True Friendship." All are invited to come and enjoy these services. The order of the Knights of Pythias will be present in the evening and the Sermon will be on one of the fundamental principles of the order. There will be a congregational meeting after the evening service.

S. G. FINNEY, Pastor.

Bran, per ton	\$26.00
Shorts, per ton	27.00
Ground Barley, per ton	30.00
Wheat, per ton	33.00
100lb Sks Wheat	1.75
Fruit Granulated Sugar, \$5.25 pr. cwt	
Fancy Small White Beans . 4c. lb.	

We are taking orders for hay at following prices: Alfalfa, \$20.00; Oat Hay, \$22.00; No. 1 Timothy, \$28.00 per ton.

TILLAMOOK MERCANTILE CO.

Wanted Contract.

Wanted immediately by a married man, with family, a contract to slash or cut wood. Would want a house to live in--Address G. E. Parker, Tillamook, Ore.

Cows for sale.

I have 10 good Holstein cows for sale, fresh and coming fresh, one Holstein bull calf registered and one work horse.--Apply to Schild Bros., Tillamook, Ore.

For Sale.

Registered Holstein Bull Calf, an extra fine animal, dam giving over 74 lbs. of milk per day now, sire of calf his four newest dams giving over 21 lbs. of butter per week each his two nearest testing, 4.6 feet, price \$75.00 if taken soon.--B. H. Goff, Forest Grove, Ore. R.F.D.

For Sale.

Baled hay, \$20 a ton. 25 extra good cows, selected. 4 hoes. Farm implements. See Frank Hannenkratt, 2 miles north of Tillamook.

MASONIC LODGE No. 57, meets on Saturday of each month in L.O.O.F. Hall, at 7:30 p.m.
FRANK SEVERANCE, W.M.
H. F. MORRIS, Sec

THE OSHKOSH TURNS TURTLE ON BAR.

All the Crew Drowned Except One Engineer.

MIRACULOUS ESCAPE.

Wrecked Vessel Washed Up on the Beach Several Hours After Accident.

(From the Astoria Budget.)

News was received here about six o'clock last night of one of the worst marine disasters that has occurred in this vicinity for many years. It was the wrecking of the gasoline schooner Oshkosh, of the Elmore fleet, which turned turtle shortly before noon Monday near the striped buoy, about half a mile outside the end of the Columbia river jetty and six of her crew, including the captain, were drowned. The little vessel was the first reported victim of the recent terrific gale that has been ranging off the Oregon coast. The Oshkosh sailed from Tillamook Saturday morning for Umpqua river with only a small amount of cargo as ballast and the fact that she was so light figured materially in the circumstances that led to her disaster.

She carried a crew of seven men all told, all of whom were lost with the single exception of George May, the engineer, and that he was saved was nothing short of a miracle, as for six long hours he was couped up in the engine room of the over turned craft and made his escape nearly two hours after she struck the beach. Those who were drowned were Captain Thomas Latham, master of the vessel; William R. Deane, part owner of the craft and one of her engineers; Al Davis, cook; Charles Larson, Gus Chelberg and Gus Ramzager, deckhands.

All the members of the crew were residents of this city.

The story of the disaster is best told in the language of George May, who reached Astoria this morning. In speaking of it he says:

"We sailed from Tillamook at 10 o'clock on Saturday morning en route for the Umpqua river and ran into the gale that night in the vicinity of Heceeta Head. At 7 o'clock on Sunday morning we arrived off the Umpqua, but there was a high wind and a nasty sea, so we were unable to cross in and were compelled to head out to sea. We beat about the best we could in the face of the frightful gale, but the craft was light and hard to manage. She rolled terribly and the big seas frequently swept over her. During Sunday night one of those tore the water cask loose and carried it overboard, smashed the lifeboat and wrecked the galley. The weather was so thick with rain and mist that we could see only a short distance, but early Monday we picked up land between the Columbia river jetty and Tillamook Rock. We then turned off shore again, and later sighted the lights. Our engines were working nicely, but we were completely worn out with loss of sleep and lack of food, having had nothing to eat or a moment's rest since Saturday. Our fuel oil was also getting low, although we had plenty in the reserve tank, but were unable to get it during the storm.

Realizing that we could not hold on much longer, and that it was a case of getting inside or going on the beach, Captain Latham decided to make for the mouth of the river at high tide.

"When we headed in, Captain Latham was on the bridge, two of the sailors were at the wheel, the cook was in the captain's bunk, while others of the crew, excepting myself, were about the deck. I, of course, was in the engine room. I told Mr. Deane to lock the engine room door tightly, as I wanted to take no chances of the door being burst open by the seas and the water flooding me out. This he did and the last I saw of any of my shipmates. The wind was blowing strong from the northwest and the bar was one continuous line of breakers for miles. The schooner rolled and plunged as she entered the breakers. About 11:20, as we were nearing the striped buoy at the end of the jetty, the craft suddenly broached to. She went down by the nose slowly, then settled on her side and went completely over with a quick plunge. What happened afterwards seems almost like a dream. The water began to rush into the engine room, but the machinery kept working for some time. It was pitch dark, but I managed to reach a beam that runs along near the floor. Crawling partly on top of it and throwing one arm around the mast that goes down through the engine room to the keel, I hung on. The water came up to about my waist, but there was about 2 1/2 feet of air, and that kept me alive. The sensation was something frightful. The pressure of the air as the schooner was rolled about by the seas and water surged in and out was terrific, and I thought my ear drums would burst. Despite my suffering, however, I felt all the time that I would reach shore and be saved. It was this feeling which buoyed me up. As the hours dragged on I began to suffer terrible from lack of water and food, and I would have given anything for a glass of water to quench the burning sensation in my throat. Driven by the northwest gale and seas, the wreck in the meantime was being carried to the southward and inshore, and when it finally struck the beach, and I felt the mast, as it was snapped off, the thought suddenly flashed to my mind that I was safe.

"Fortunately the craft had been carried well upon the beach and as the tide fell, I could see at times a flash of light coming through the cracks on the partition between the engine-room and the hold. I felt the hands of my watch and found it was then 3:45. Soon afterwards, as I knew the tide would be receding, I picked up a piece of board that was floating about, smashed a hole in the partition and then crawled into the hold. The hatch was off and as the breakers rolled back I could see the sand of the beach and I tell you it looked good. Still I waited, listening to the breakers and waiting for one with a long run-out. When it came I dropped down through the hatch and ran for the land. I then found the vessel was only about half a mile below the jetty. Making my way to the jetty, I found George Flantman, one of the engineers, and he took me into the headquarters on a handcar. I was not injured in any way excepting that I was somewhat bruised and sore, and as I was escaping from the wreck I bumped my head against a beam, but that was nothing serious. The others of the crew I suppose were lost as the schooner's

(Continued on last page.)

Start with a Dollar
Have a Bank Account.

If you have never transacted your business by means of a bank account we desire to have you come to this bank and make your first deposit.
The first deposit may be as small as one dollar, but once you have started, your account will grow, much to your satisfaction as well as ours. We make it easy for you to have money in the bank--we help you save.

TILLAMOOK COUNTY BANK,
TILLAMOOK, OREGON.

Lamar's
Variety
Store,
D. LAMAR, Pro.
Located in the
TILLAMOOK HOTEL.
Drop in and Look
Around."
NEW GOODS
each boat.