



FRANCIS RICHTER, The Blind Piano Player.

Francis Richter, the blind pianist, will give two recitals at the Gem Theatre, Tuesday, April 22nd. Those who have heard this eminent musician play are surprised and delighted that he is coming to our little town. We have never had the pleasure of hearing the distinguished artist, but judging from the high reputation he enjoys, and the press accounts we have seen, he should receive an enthusiastic reception at our hands.

Speaking editorially, the Oregon Daily Journal says of him: "A great audience at the Armory last night sat in profound silence as the fingers of a performer flew over the keys of a grand piano. A magic touch thrilled the instrument into a thing of life. Its harpmony rose and fell. The roar of the ocean surf, the sigh of the wind in the trees, the cadence of distant melody, the note of a far away bell, the song of birds in the forest were brought into the great room by the inspired touch of the performer. Passion stormed forth its fury, and in turn, joy pealed out its glad notes of ecstasy. The melody almost died away in a gentle cadence as the listeners leaned forward to catch every note and read in it the theme of the performer. Silence, deep and profound, was in the great hall except for the storms, and ripples and cadences that came from the throbbing instrument. The very atmosphere was surcharged with the magic power the performer held over his auditors. People and player were en rapport until the end came, and then a great storm of applause burst forth in the building. It was a storm of delight, pleasure and plaudit, a testimonial to the splendid powers of the player."

"And the player is blind. It was in physical darkness that his skilled fingers touched his machine into a living, breathing, speaking harmony. Here was the triumph of manhood over obstacle, a magnificent spectacle of splendid human will. When Francis Richter can do such things what is their folly when people with all their physical senses moan and sigh and complain at life?" Editorial, Oregon Daily Journal, July 18, 1910.

**DEFENDS LIFE SAVING CREW.**  
**Investigation and Experienced Seamen Show that Capt. Farley Deserve Credit.**

Instead of being censured for the actions of himself and men during the period survivors of the wrecked German bark Mimi clung to the side of the vessel and were finally rescued, Captain Farley of the Garibaldi life saving crew, will be commended in the report of Captain Johnstone Quinlan, inspector of the life-saving service on this Coast, says friends of the latter, who feel that he gleaned an insight into his views during the short time he remained in the city after concluding his investigations at the time of the wreck.

Captain Quinlan arrived here Monday and took testimony of the Mimi survivors and was then compelled to proceed to Coos Bay, from where he will return to his headquarters at San Francisco. William A. Luey, Pacific manager of the Hossam Paving Company, who is intimately acquainted with Captain Quinlan, says he is convinced that no adverse report will go to Washington.

"I have reason to know that Captain Farley has a clean record in the service and he is generally rated as one of the best men in the life-saving branch," said Mr. Luey. "Naturally, he feels the criticism, also does his wife, who, I understand, had no small share in the work, for she rode a horse several miles to arrange for a heavier boat from the life-saving station and was there to do what was possible."

"It has been reported that the men were seen to drink and that is not to be wondered at in view of the fact that they were without food for many hours, besides being wet and chilled from water taken

aboard during their attempts to reach the wreck."

The Mimi investigation, as conducted before Baron von Loehneyson, German Consul at Seattle, was concluded yesterday. Some of the testimony is said to have dealt with the attitude of the life-saving crew, while more was as to whether Captain Westphal, master of the Mimi, gave all men on board an opportunity to leave the ship before she was finally hauled into deep water.

Three mates, who left her as preparations were being made for the final pull, were important witnesses but as the information was for the information of authorities in Germany, evidence of others than members of the crew was given voluntarily.

From the Astorian.

The Wheeler tugs Geo. R. Vosburg and L. Roscoe, the latter towing the company's well known barge Nehalem, all entering the river on Thursday night left up yesterday morning, for Fortland where the Nehalem will be loaded to capacity with general cargo and railway equipment for the return voyage to Florence. While in this port Captain J. C. Reed, of the Vosburg took occasion to deny in the straightest language possible to use, that the Garibaldi life saving crew, Captain Bob Farley, commanding, were remiss in anything during their battle with the elements in the recent wreck of the German bark Mimi, which capsized off that coast last Sunday morning before daybreak; the well known bar master and coast navigator declares that the crew did all within human power and endurance to effect the saving of lives and contended with storm and cold and darkness and all the baffling hindrances known under such extraordinary circumstances surround-

ing them every hour of the 40 they stayed by the wreck. They left the station at 4:30 a.m. on Sunday morning, hauled their life boat 12 miles by land on a wagon; built a raft to carry the wagon across the Nehalem river, and hauled the out through three miles of loose and afterward, reached the scene of the disaster at 8 o'clock a.m. and at once made a sortie to the stricken ship but were swept to the southward of it by wind and current and had to return to the shore beaten and half frozen. In the meantime Mrs. Bob Farley wife of the life savers' captain, was at work at the station getting the gun-apparatus in readiness for dispatch to the scene, and personally arranged for its transportation on a special train and took it through herself to the sea and turned it over to them before she ever rested a moment. Mrs. Farley then jumped on a horse and rode hard from Brighton to the Garibaldi station, fixed up the self-righting boat and sent that through to them on a special and went back herself to stand by her husband and the men under him, cooking for them and helping in all ways she could. The men made trip after trip during Sunday night, Monday and Tuesday, seven in all, hard and desperate undertakings all of them, and the world knows the results. Captain Westphal of the Mimi has already borne testimony to the hard and clever work done by this crew and said as much to Captain Reed while they were together on the Nehalem sands after the Captain's rescue from the Mimi. During the whole time the crew was endeavoring to rescue the survivors the seas were breaking over the Mimi like a Niagara and it was only at extreme low water they could approach her with any safety at all. Most of their service was rendered in the night and storm and every effort put

forth was done in a seamanlike and thoroughgoing manner, according to the people there who knew anything on earth about the business of saving lives under such circumstances. Captain Reed said yesterday that there were hundreds of hysterical men and women on the beach who complained bitterly at the failures of the crew to reach the ship; many of them offering to do it themselves and to take the life-boat for that purpose; that only the good sense of Captain Farley, backed by the protests of the best informed marine men present, prevented these foolish people from doing things there that must have swelled the record of life loss very materially. According to Captain Reed the Mimi laid just inside the second line of breakers, lengthwise with the beach, her keelson facing inshore, and a heavy sea smashing over her practically all the time, and, speaking as a mariner himself, and as one having much to do with such affairs, he avers that every word of reproach cast upon the men from Garibaldi emanated from people totally ignorant of the first principles of the proper maneuvering of men and boats under such conditions. And it may be said in passing that everyone who knows Captain Farley and his men will agree with the ex-bar-master in all he claims for this gallant outfit, Mrs. Farley included. Accompanying the Vosburg on this trip was C. H. Wheeler, head of the great concern down that way which owns the steamers and the mills and lands of that company. He is on his way to the metropolis on a business quest, and said yesterday that work on the new jetty would begin there in about three weeks. Mr. Wheeler was not at all backward in backing the defense made by Captain Reed of the men from Garibaldi and amplified not a few of the statements he made. He will return home with the fleet next week.

**GARIBALDI CREW IS COM-MENDED.**

**Ex-Lifesaver Comde nns Criticism of Rescuers at Mimi Wreck.**

HOBSONVILLE, Ore, April 13.—I beg to say a few words in favor of the lifesaving crew of the Garibaldi station, on Tillamook Bay, who are receiving knocks and criticism in return for brave and good work, hardship and suffering in the public service. For over 36 hours, without sleep or rest, they worked bravely, intelligently and industriously on account of the wreck of the ship Mimi. Five times they tried, in the face of desperate odds, to reach or get a line to the wrecked ship, but were prevented by the elements. Finally, at low tide, they made the sixth attempt. Their boat was tossed about like a cork in the breakers, but they managed to reach the wreck, and in spite of the fact that their boat was in danger of being smashed or swamped by the waves, which ran from 10 to 20 feet high, they boarded the wrecked ship, made a thorough investigation and brought away the four men who remained alive.

In the face of this, some would-be seamen and some land-lubbers, who were safe on shore, are saying the lifesavers did not do their duty. It is easy to stand ashore or behind some country store stove and tell what other people ought to do. Even Captain Westphal, one of those taken off alive from the wreck, is criticizing those who saved him instead of being grateful for his life saved. But for the bravery, gallant and desperate work of Captain Farley and his men, Westphal would be among the lost. Still he offers criticism instead of gratitude. What kind of a man is he? It would appear that he is trying to divert attention from whatever blame can be attached to him for negligence in allowing the Mimi to be pulled into deep water without proper preparations, or that he does not know much about handling a surf boat in broken waters or of the conditions surrounding the wreck. He says the boat could have reached the wreck at any time, as the water was smooth on the inshore side. On account of the undertow and the suction caused by the waters rushing over and around the end of the ship, and the tangled rigging and yards, no boat could approach on the inshore side. Deep water seamen are alright on board a big ship in deep water, but a great many of them don't know much about handling a small boat.

Captain Farley showed good judgment in not allowing those volunteers the use of the life-service boat; otherwise the death list might be longer than it is. However, there is not much doubt but that those brave (?) volunteers would have done some great stalling and backed out if he had given them a chance. As it is, they can be making a big talk about what they would have done.

I have had a good many years experience in deep-water service and also four years in the lifesaving

**Comparative Digestibility of Food**

Made with different Baking Powders

From a Series of Elaborate Chemical Tests:

An equal quantity of bread (biscuit) was made with each of three different kinds of baking powder—cream of tartar, phosphate, and alum—and submitted separately to the action of the digestive fluid, each for the same length of time.

The relative percentage of the food digested is shown as follows:

Bread made with Royal Cream of Tartar Powder:

100 Per Cent. Digested

Bread made with phosphate powder:

68 1/4 Per Cent. Digested

Bread made with alum powder:

67 3/4 Per Cent. Digested

These tests, which are absolutely reliable and unprejudiced, make plain a fact of great importance to everyone: Food raised with Royal, a cream of tartar Baking Powder, is shown to be entirely digestible, while the alum and phosphate powders are found to largely retard the digestion of the food made from them.

Undigested food is not only wasted food, but it is the source of very many bodily ailments.

service. I am well acquainted with the past work of the Garibaldi crew, and I will say that where Captain Farley and his men are not ready and willing to go, it is no use for anyone else to try. Knowing that Captain Farley used good judgment in directing the work and that he and his men did all that human ability could do, and realizing the suffering and hardship they had to undergo, it makes me sore to learn that there are people who are so unappreciative, ungrateful or ignorant as to criticize them and say they did not do their full duty.

AXEL W. ANDERSON,  
Ex-Lifesaver.

**Standing of the Contestants.**

Standing of contestants at Mason, Pennington & Co. up to Wednesday, April 9, for the upright parlor grand piano:

1	821,070	77	68,310
2	308,710	80	349,480
3	283,925	83	65,000
4	166,220	84	70,440
5	178,480	85	512,970
6	192,000	87	43,700
7	129,675	88	359,875
8	193,940	91	171,875
9	215,150	94	2,283
10	139,635	95	451,810
12	122,060	98	188,475
14	228,000	99	410,620
15	41,295	101	407,505
16	177,340	103	368,790
17	197,360	111	187,740
19	100,705	114	360,250
20	164,780	116	154,160
22	214,870	118	402,770
23	169,875	120	169,435
25	2,940	123	33,135
26	156,880	127	403,240
27	2,025	129	439,769
28	1,049,940	130	2,000
29	2,351,480	131	121,360
34	200,370	134	264,370
35	155,435	137	202,050
36	903,875	139	131,680
37	188,940	142	237,000
38	213,680	145	125,765
39	186,000	147	297,500
41	278,810	151	322,120
43	374,790	152	122,120
46	182,000	154	165,880
47	2,033,625	159	249,335
48	91,675	161	414,145
49	179,745	162	142,800
51	106,410	165	1,301,905
52	188,945	169	199,380
54	194,870	171	139,360
58	213,760	173	69,285
62	301,225	178	187,760
64	369,170	180	217,050
65	2,505	182	218,800
68	178,400	185	198,340
69	301,350	189	182,765
70	368,015	191	250,500
71	471,810	193	184,780
72	98,875	195	137,650
74	2,325	198	67,975
75	1,323,625	199	231,945
76	63,000		

Contestants are allowed 10,000 for every subscription they or their friends obtain for the Headlight. Rustling for subscribers is now in order.

**The Moose Lodge Give Dance at Nehalem.**

On Saturday night the Order of the Moose gave a dance at Nehalem City. A special car left Tillamook shortly after 7 o'clock p.m. for Wheeler.

Quite a number of Tillamook people took advantage of this excursion,

also several from Bay City and Garibaldi and the towns along the beach.

Singing and hallowing the bells of the order, they arrived at Wheeler where several launches were waiting to convey them to Nehalem.

The dance given in the skating rink at Nehalem was a success in every way, and much credit is due the management for the good order and absence of roudyism which reigned. The supper was excellent and well served.

The train left Wheeler for Tillamook about 3:30, many returning home, but several staying over until Sunday evening; in the meantime many taking advantage of the opportunity to view the scene of the wreck of the ill fated ship Mimi, which broke apart Friday night, strewn the beach with wreckage, many valuable souvenirs being obtained.



with the problem of buying Harness you will find it distinctly advantageous to come and do your selecting here. You will get the best qualities, the most thorough and conscientious workmanship and be charged the most reasonable prices. We can supply single or double sets or any single article that you may be in need of.

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Next Door to Tillamook County Bank



**The Whiskey Without a Regret**

Pure, mellow, with a flavor that tickles the palate and lingers in the memory.

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