

**Advertising Rates.**  
 LEGAL ADVERTISEMENTS:  
 First Insertion, per line ..... \$ 10  
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 1 month ..... 1 00  
 Homestead Notices ..... 5 00  
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 Locals, per line each insertion..... 5  
 Display advertisement, an inch,  
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 All Resolutions of Condolence and  
 Lodge Notices, 5c. per line.  
 Cards of Thanks, 5c. per line.  
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**The Tillamook Headlight.**  
 Fred C. Baker, Publisher.

**APPLIES FOR FRANCHISE**  
**Bay City Land Co. Wants**  
**Exclusive and Perpetual**  
**Right to County Road.**

The county court, at its session last week, had an important application up for consideration, viz., that of the Bay City Land Company, which is wanting a perpetual lease to use and occupy certain public roads, streets and alleys in Tillamook county, for the purpose of locating, constructing and operating a railroad thereon. As the matter was of considerable importance the court will hold an adjourned session on Thursday, the 20th. Below is a copy of the agreement which the Bay City Land Company is wanting the county court to grant:

"It is hereby stipulated and agreed that said party of the first part (county court) hereby allows and authorizes the said party of the second part (Bay City Land Company) to appropriate and use and occupy the following streets in the town of Bay City and its additions in the County of Tillamook, Ore., for the location, construction and operation of a railroad, to-wit: Said streets to be selected by said Bay City Land Company, and said selection filed with the county court within three months from the date hereof.

"And said second party shall use and occupy all such portions of the county road known as — road, which leads from Nehalem to Woods by way of Bay City, shall have the right to lay its tracks and operate said railroads over, upon and along said above described streets and along and across such parts of said county road, as shall be convenient or necessary to conform to the line of said railroad as the same is or shall be selected, located, staked out and surveyed by said second party, provided same be done subject to approval of the county court.

"And said second party shall as soon as practicable file in said county court a map or maps containing a definite description of the survey and location of said railroad as the same is or shall be selected, located, staked out and surveyed by said second party, its heirs and assigns shall, so far as it is consistent with the laws of this state, to have the exclusive rights to operate said railroad as the same is or shall be located upon said streets or roads, and to operate engines, cars and other vehicles over and upon the tracks it shall lay in said roads or streets, and shall have exclusive right, so far as is lawful, to occupy said tracks.

"And the said second party hereby covenants and agrees that it will construct the said railroad in a good workman like manner and will keep the same in repair at its own expense, without any necessity of reference to the rights of the public to the use of said public streets and roads.

"It is further agreed that the rights herein granted shall be held by the second party, its heirs and assigns forever."

A crowd of children called on Mayor Johnson of Cleveland to make a formal protest against a rule of the police preventing them from playing on the streets. The mayor decided that where playgrounds are not provided for the children they have a perfect right to the streets of the city for their sports, as long as they do no damage to person or property.

In an article written for Munsey's, Dr. Charles H. Parkhurst interprets ownership of property, according to the standards of Christian socialism, to be the equivalent of trusteeship or tenure in the interests of the family. Christian socialism, he says, is not communion nor negation of wealth, nor denial of individualism, but is "the insistence upon individualism considered as means of wholesome collectivism."

Within the past decade the number of hospitals for the insane has more than doubled, says the census bureau, and the number of inmates has increased from 74,000 in 1890 to over 150,000 in 1904. It also appears that the rate of increase is higher for men than for women, and higher for the labor and servant classes than for others.

**Pain from a Burn Promptly Relieved by Chamberlain's Pain Balm.**

Mr. James N. Nicholas, a merchant and postmaster at Vernon, Conn., makes the following statement: "A little child of Michael Strauss was recently in great pain from a burn on the hand, and as cold application only increased the inflammation, Mr. Strauss came to me for something to stop the little one's pain. From the many liniments I carry in stock, I advised him to use Chamberlain's Pain Balm, and the first application drew out the inflammation and gave immediate relief. I have used this liniment myself and recommend it very often for cuts, burns, strains and lame back, and have never known it to disappoint." For sale by Chas. I. Clough's Drug Store.

**TILLAMOOK NEXT SCENE OF BATTLE.**

**Lytle and Hammond Lines Believed to Represent Rival Railroad Kings.**

From the Oregonian.  
 After sleeping for a half a century with sole dependence for transportation upon irregular stage and steamer service, the Tillamook country, it seems, will soon be embarrassed by an abundance of railroads. This fertile little county, cut off by natural barriers from the rest of Oregon, seems now to be the prize over which at least two railroad systems are contesting. The advent of the locomotive in Tillamook may be depended upon for next year, when the Pacific Railway & Navigation Company's line, better known as the Lytle road, will have laid its rails to tide water. The extension of the Hammond line, the Astoria & Columbia River Railroad, will probably be delayed until 1908. The contest for the traffic of this rich agricultural district promises to become keen.

The Lytle road will enter the Tillamook district along the beach from the Nehalem. The Hammond road proposes also to follow near the ocean shore from the Nehalem's mouth. Along this route there are many strategic points which a road might seek to occupy and hold against a possible rival. For distances between the Nehalem estuary and Tillamook Bay, the country admits of parallel railway construction without conflicting points. At the natural passes through the Coast mountains near the sea there is a chance for war.

These are the statements of the railroad men who maintain that the Hammond and Lytle interests represent opposing systems. In spite of repeated denials, it is supposed that Mr. Lytle is building his line in the interests of Harman. To Mr. Hammond is credited a connection with the Hill interests. On the shore of the ocean, within sound of the following surf, may yet be fought out another fierce characteristic battle between these two ever warring magnates.

Construction of both the roads that will tap the Tillamook country will be expensive. The route chosen by Mr. Lytle across Washington and Tillamook Counties lies through mountains and over deep canyons. The canyons must be bridged and the mountains skirted or tunneled. Much time and money must be spent in surveys and permanent locations. The same is true of the route being located by Hammond engineers south from Seaside. For a portion of the way the line follows the Necanicum, but there is a high divide to cross that will take engineers weeks to solve satisfactorily. To get over these hills on grades that will make the operation of a railway profitable means expenditure that will make the builders dig deep.

The completeness with which Tillamook is hedged in by hills has made other railroad men hesitate and finally abandon projects intended to reach that point. To the owner of the first locomotive, the shrill whistle of which rouses Tillamook from its long half-century slumber to modern life, will come the desire to keep for himself the rich prize he has finally succeeded in capturing. For the Tillamook country is of surpassing richness, fertile beyond knowledge of those who have not penetrated it, and it promises an intensive development when given adequate transportation facilities that will transform the lowlands of the country into a veritable garden.

The builder of the first railroad to Tillamook, whoever he may be, is going to try to keep others out. The moves to accomplish this will unquestionably be to occupy and hold the defiles of the Nehalem and the natural passes between that little valley and Tillamook Bay.

**LOSS SAYS HE WILL BUILD.**  
**Looks With Favor on Line to Tillamook.**

C. E. Loss returned to Portland last night after a trip to Tillamook and surrounding country, where he has been since Saturday, looking over the ground with a view to extending the United Railway line from this city to the coast. Mr. Loss was very favorably impressed with the proposition.

"I believe we can construct an electric line from here to Tillamook and convey the people there in two hours and a half at the most. The country through which a line would be built is not particularly rough and we would have no trouble in finding the proper grades.

"In the vicinity of Tillamook and Bay City there are numerous sites for pleasure resorts. With an electric line from Portland to the coast this pleasure place would undoubtedly excel all others in the Northwest for the people of the rose city. The weather is excellent, there is a fine beach extending for miles, and in addition the scenery is attractive and mountainous and would afford the pleasure-seeker amusement of all kinds and holding as well.

"The United Railway Company has had the proposed line under consideration. It was my purpose to visit the country and make an inspection. I think the road could be built to advantage and that it would pay a handsome profit. "I was favorably impressed with the timber in Tillamook County, I look upon the new road with favor on this account

for one reason. In case this line should be constructed we would make a special effort for the freight business, as well as pay particular attention to the passenger traffic. The dairying business in Tillamook is conducted on an extensive scale, and with the timber hauling to the Portland mills and the dairy products, I believe that the new venture would undoubtedly be a paying one."

**Real Estate Transfers.**

Furnished by H. T. Botts, Abstractor.  
 U. S. Patent to Myra E. Smith, 160 acres, Sec. 27, tp. 3 S, r 9 W.  
 U. S. Patent to William C. Wolfe, 160 acres, Sec. 21, tp. 3 S, r 10 W.  
 U. S. Patent to Joseph Sanders, 142 acres, sec. 30, tp. 1 S, r 7 W.  
 U. S. Patent to Frank G. Whitaker, 160 acres, sec. 22, tp. 3 N, r 9 W.  
 U. S. Patent to John D. Brady, 148.94 acres, sec. 2, tp. 4 S, r 9 W.  
 William L. Rietenberg to Arthur F. Knoder, Edna C. Ernst and Lottie A. Lacy, 171.33 acres, sec. 4, tp. 3 S, r 7 W, \$1500.  
 W. S. and Mary J. Cone to William Rietenberg, tract in Bay City, Oregon \$472.80.  
 W. J. May and wife to Stonewall J. Harrison, deed correction, tract in Bay City, \$500.

Isabell Wilcox to F. R. Beals, undivided 1/2 interest in tract in sec. 25, tp. 2 S, r 8 W, \$900.  
 Ralph F. Jackson and wife to William L. Adams, 160 acres, sec. 7, tp. 5 W, \$10.  
 U. S. Land Office to Ermima J. McFee, 160 acres, sec. 32, tp. 2 N, r 9 W, \$400.  
 Claude and Estelle Thayer to Wilson River Lumber Co, tract, sec. 12, tp. 1 S, r 8 W, \$500.  
 W. H. West to E. S. J. McAllister, oil lease, 167 acres, sec. 6, tp. 2 S, r 8 W, \$1.  
 Diantha Page to E. S. J. McAllister, oil lease, 160 acres, sec. 15, tp. 2 S, r 9 W, \$1.  
 M. A. Casey to A. T. Lewis, oil lease, 185 acres, sec. 11, tp. 2 S, r 8 W, \$1.  
 U. S. Land Office to Grant Mills, tract, sec. 22, tp. 1 S, r 9 W, \$150.  
 I. O. O. F. to Peter Amacher, lot 37, blk. 1, Cemetery, \$13.  
 H. B. Johnson to A. T. Lewis, oil lease, tract, secs. 23 and 24, tp. 2 S, r 10 W., sec. 18, tp. 2 S, r 9 W, \$1.  
 John Kupp to F. E. McCurdy, oil lease, 320 acres, secs. 1 and 12, tp. 2 S, r 10 W, \$1.  
 Alex McDonald to Tillamook County, road strip 60 ft. wide, secs 23 and 24, tp. 3 N, r 10 W, \$1.  
 Henry Tohl to Martha M. Thompson, lot 3, blk. 1, Tohl's add. to Nehalem City, \$50.  
 Benedict Indorl to Chas. I. Clough, W. C. King, G. B. Lamb and H. T. Botts, tract, sec. 27, tp. 2 S, r 9 W, \$1500.  
 I. O. O. F. to H. F. Goodspeed, lot 75, blk. 2, cemetery.  
 H. S. Gilmore and wife to The Whitney Co. Ltd., tract, sec. 25, tp. 1 S, r 8 W, \$800.  
 Martin Markson to John N. Perrett, 160 acres, sec. 25, tp. 1 N, r 10 W, \$10.  
 Claude and Estelle Thayer to W. A. Williams, tract in Claude Thayer's add. to Tillamook City, \$450.  
 Charles E. Bisconer and wife to Harriet E. Mendenhall, sec. 25, tp. 5 S, r 10 W, \$800.  
 Mary A. Bisconer to Harriet E. Mendenhall, 130 acres, sec. 23, 25 and 26, all in tp. 5 S, r 10 W, \$500.  
 Peter McIntosh and wife to John Bogart, tract secs 13 and 24, tp. 1 S, r 9 W, containing 160 acres; also half interest in tract sec. 26, tp. 3 S, r 9 W, \$1.  
 U. S. Land Office to Robert W. Boggs, 160 acres, Washington county, sec. 6, tp. 2 N, r 6 W, \$400.  
 Herman Hauswirth to James Stasek, quit claim to right-of-way tract now owned by Stasek, sec. 12, tp. 1 S, r 10 W.

C. & E. Thayer to Portland Coal and Development Co., oil leases on 160 acres of land, sec. 30, tp. 2 S, r 10 W, sec. 36, tp. 3 S, r 9 W and sec 22, tp. 1 N, r 10 W, sec. 1, tp. 2 S, r 10 W, \$4.  
 Charles P. Maginnis and wife to Wright-Blodgett Co. Ltd., 19.81 acres, sec. 6, tp. 1 S, r 6 W, \$150.  
 Santa Fe Pacific R.R. Co. to Wright-Blodgett Co. Ltd., 260.17 acres, sec. 15, tp. 1 S, r 8 W, secs. 17, 18 and 19, tp. 1 N, r 7 W, lot 4 and Sw 1/4, sec. 2, tp. 2 S, r 7 W, \$1000; numerous tracts in Washington and Yamhill counties, containing 1923.57 acres, \$8,689.55.  
 M. W. Harrison to Portland Coal and Development Co., 2 acres deeded to Harrison by C. & E. Thayer, \$1; 80 acres, sec. 31, tp. 1 S, r 9 W, \$1; 80 acres, sec. 27, tp. 1 N, r 10 W, \$1. Oil leases.  
 19 mortgages filed, securing \$27,785.  
 18 mortgages satisfied, securing \$12,367.65.

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12 quarts Old Port Wine	3 50	1 25
12 quarts Old Sherry Wine	3 50	1 25
12 quarts Old Madeira Wine	3 50	1 25
12 quarts Old Muscat Wine	3 50	1 25
12 quarts Old Madeira Wine	3 50	1 25
12 quarts Sweet Catawba Wine	4 50	1 75
12 quarts Sandusky Port Wine	4 50	1 75
12 quarts Old Tom Gin	8 00	3 00
12 quarts French Cognac	9 00	3 50
12 quarts California Grape Brandy	8 00	3 00
12 quarts Rainier 3A Bourbon	11 00	4 00
12 quarts Monogram O. P. S. Rye or Bourbon	12 00	5 00
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12 quarts Millview Whiskey, bottled in bond	10 00	3 50

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