

**Advertising Rates.**  
**LEGAL ADVERTISEMENTS:**  
 First insertion, per line ..... \$ 10  
 Each subsequent insertion, line ..... 5  
 Business and professional cards,  
 1 month ..... 1.00  
 Homestead Notices ..... 5.00  
 Timber Claims ..... 10.00  
 Locals, per line each insertion ..... 5  
 Display advertisement, an inch,  
 1 month ..... 50  
 All Resolutions of Condolence and  
 Lodge Notices, 5c. per line.  
 Cards of Thanks, 5c. per line.  
 Notices, Lost, Strayed or Stolen, etc.,  
 minimum rate, 25c. not exceeding five  
 lines.

**The Tillamook Headlight.**  
 Fred C. Baker, Publisher.

**DEVIOUS METHODS USED TO WRECK ROAD.**

**Walker's Suit Against Harriman, Pittock and Others.**

In a suit to be pushed in the New York courts by H. Melville Walker against Edward B. Harriman on the charge of criminal conspiracy, it is said the inner details of the wrecking of the Portland, Nehalem & Tillamook railroad will be laid bare. The testimony is expected to show in an interesting light the methods of railroad autocrats who lay claim to certain "territory" and deny the rights of independent capital to build railroads within that territory.

Walker will at the same time, according to reports from New York, institute civil suits in Portland against John McCracken, H. L. Pittock and other directors of the Portland, Nehalem & Tillamook Railway company, for a sum upwards of \$275,000.

A Portland attorney who has just returned from New York says Walker has secured his evidence and perfected arrangements for a hard legal fight to recover from the men whom he charges with having wrecked the railroad which he and his associates began last year to build from Hillsboro to Tillamook. It is alleged by Walker that money considerations were used by the Harriman interests in accomplishing their purpose of stopping work on the Tillamook line, and that an identity bond was furnished to protect Colonel McCracken, Mr. Pittock and other directors of the local company from possible consequences of their acts in collusion with Harriman.

At the same time Mr. Walker gives the first expose of what is said to be the inside working of the scheme that brought financial ruin to Edward Records, president of the Atlas Contract & Supply company, and which with him ruined the Portland, Nehalem & Tillamook Railway company, then under construction between Hillsboro and Buxton, and also the Oregon Traction company for which Records was also building an electrical line from Portland to Forest Grove.

With one wave of his wand Harriman is said to have paralyzed both of these healthy and commendable projects that had been designed to develop transportation facilities in the rich country between Portland and the Tillamook coast and incidentally invaded Southern Pacific territory.

**Myers Not Responsible.**

The pawns in Harriman's game, according to Mr. Walker's allegations, were the executive committee and president of the Portland, Nehalem & Tillamook Railway company, Colonel John McCracken, H. L. Pittock and George Myers. Mr. Myers was in Alaska at the time of the wrecking of the Tillamook project, and the actual business company was transacted by McCracken and Pittock, the latter being held responsible for the consequences that followed abandonment of the road after its actual construction had been started.

It is alleged that Mr. Records and the Atlas Contract & Supply company, which he was president, were forced to quit work by President McCracken's refusal to sign the bond issue, and for no other cause. He says that had McCracken and Pittock, forming the majority an active executive committee, performed their duty as directed by resolution of the stockholders, the Tillamook road would now be built, and controlled by Portland instead of Harriman interests.

**McCracken Held Funds.**

That complete arrangements for the building of the road from Portland to Tillamook, 100 miles, had been made there has been no question. Valid contracts had been made with the Atlas Contract & Supply company for building the first 20 miles, and construction had been begun by the grading of several miles of the line between Hillsboro and Buxton. The contract with Records, of the construction company, provided that he should receive \$600,000 on the bonds in full payment and satisfaction for building the first 20 miles. Arrangements had been made by Records and Walker with the German National bank of San Francisco and the Bank of California to advance the necessary money and delivery to them, by Records, of his \$600,000 bonds. The bonds had been printed and lay in the desk of President McCracken, awaiting signature. Records began work at Hillsboro, spending his personal funds in the interval

of waiting for the officers of the Portland, Nehalem & Tillamook road to sign and complete their bond issue.

This condition of affairs continued from June 22, 1905, to some time in September. Records made repeated demands on McCracken and Pittock for the bonds due him under the contract, and McCracken persisted in refusal to sign and deliver them, giving no reason other than he didn't want to do so.

**Only Signature Needed.**

The bonds had been signed by the secretary, William Reid, and only lacked the signature of John McCracken, president, to become available collateral at the San Francisco banks that were ready to supply the money, under an agreement making the Mercantile Trust company of San Francisco trustee for the bondholders. Records retained John M. Geira as his attorney, and threatened suit to compel McCracken's signature, as the bond was worthless without the signature of the company's president.

At this stage of the tragedy Records' personal funds ran short, and he was obliged to quit work, as the San Francisco banks refused to advance a dollar until the bond was forthcoming. The whole project then fell to the ground. Walker bases his suits against Harriman, McCracken and Pittock on the allegation that the road was financed, the bonds printed and every preliminary detail carried out excepting one, the signature of the President, which was withheld under pressure from the Harriman interests rendering the bonds worthless and further procedure impossible by the construction company.

**Proposal Adopted.**

McCracken's reasons for not signing the bonds have never been made public. That he was directed to sign them is shown by the records of the board of directors. Resolutions were in turn passed by the stockholders, the board of directors and the executive committee, directing that the bonds be executed and delivered to the construction company, according to its contract. These resolutions had been signed by Mr. McCracken as president. An excerpt from the records shows the following action taken at a special meeting of the stockholders of the Portland, Nehalem & Tillamook Railway company held in Portland on June 22, 1905:

"There was then presented and read to this meeting a proposition in writing from H. Melville Walker of New York for the sale and disposal to and through the London Share & Debenture company, Ltd., of \$2,400,000 of first mortgage 5 per cent bonds of this railway company, which proposition was after careful discussion by all present, on motion of William Reid, trustee, seconded by John Stewart, unanimously adopted and the president and secretary were and hereby ordered to execute, seal and deliver in duplicate a contract from this company to said H. Melville Walker accepting the same on behalf of this company.

"Furthermore, that the president and secretary of this company be and are hereby directed to have prepared, signed and delivered to a trustee for bondholders, a mortgage or trust deed to the company's property for \$3,000,000, and also to have engraved and duly signed by them \$3,000,000 of this railway company's 30-year 5 per cent first mortgage bonds, secured by said trust deed or mortgage, which bonds are to be issued at the rate of \$30,000 per mile secured over all its property and assets, copies of which shall be engrossed on these minutes, \$2,400,000 of which bonds are to be offered for sale by H. Melville Walker to and through the London Share & Debenture company, Ltd., and the remaining \$600,000 bonds are to be issued in immediate payment of the Atlas Contract & Supply company, in payment and full satisfaction of the construction, and for the equipment to be made by the latter company of the Portland, Nehalem & Tillamook company's first 20 miles of railway, as more particularly set out and described in its offer memorandum mentioned. Signed, John McCracken, president; William Reid, secretary, Portland, Nehalem & Tillamook Railway company."

**Project Defeated.**

When three months later President McCracken still refused to sign the \$600,000 bonds due the Atlas Contract & Supply company, Records withdrew his forces from the grade and the project went to pieces. A few months later it was taken over by the Pacific Railway & Navigation company, financed by the Union Trust company of San Francisco, supposed to be a Harriman organization.

**Walker Held Funds.**

Walker, who had gone to London and financed the remaining 80 miles of the original project through the London Share & Debenture company, claims his commission of 5 per cent on the bond issue, and the London Share & Debenture company has assigned to him its claim for one year's interest at 5 per cent on the bonds. Walker also had a special contract with the executive committee, Messrs. McCracken, Pittock and Myers, by which he alleges they were to pay him in cash the sum of \$35,000 to cover all expenses of the financing of the road. These expenses, he alleges, he paid out of his own pocket, expecting to be reimbursed by the company and he says, that he has never been paid.

**SOUTH WESTERN IS NOT HILLS LINE.**

**So Say Promoters of Logging Railway Which May Reach to Tillamook.**

Northern Pacific money is not building the Portland and Southwestern Railroad, which has been started from Scappoose and has Tillamook selected as its terminus. So say officers of the company, though they admit entrance to Portland may be gained by trackage agreement or leased with the Northern Pacific.

Eight miles of track have been laid along the north fork of the Scappoose, and two miles more has been graded. Surveys have been completed to the divide, but no decision has been reached as to how it will be crossed to gain the coast country, though a tunnel and switch-back have been suggested.

The motive power consists of two engines, a small one and another weighing 55 tons. A third, a light engine, is en route here. Two of the locomotives will make up logging trains from spurs.

The large one will haul them from the woods to the river, where the logs are formed into rafts.

A steam shovel, which is expected here daily from Tacoma, will be placed at work making cuts and fills, while a rock-crusher is to be placed in commission during the summer to secure ballasting materials. At present considerable gravel ballast is being handled.

At Scappoose a "Y" has been constructed so material can be switched from the Northern Pacific main line to that of the Portland & Southwestern. It is possible that if it is decided to deliver logs by rail to local mills the Hill system will be approached to grant a lease similar to that by which the Astoria & Columbia River uses the road from Goble to Portland.

Simcoe Chapman is president of the company, with John Person vice-president, Charles B. Bradshaw, secretary, and Fred S. Chapman, treasurer. While the line is to all intents and purposes a logging road, if it is extended at the present rate it is felt there may be some change in the transportation prospects for Tillamook and the coast country. Railroaders agree the plan of construction is far ahead of that usually employed in logging roads, and the fact is taken to indicate the promoters propose to bid for outside trade.

At the Nevada gold diggings coal is \$60 a ton and it is a struggle to get a meal and a cot. A part of the American people would be unhappy if deprived of the hardships of the Klondike somewhere.

It is suggested that the government cash balance is so large that \$117,000,000 of the public debt maturing next year can be paid off in a lump without inconvenience. Here is the first ammunition for the democrats in the next campaign. They have always regarded surplus as a synonym for superfluity.

For the coming year nothing better can be wished for the people of the United States than that they shall continue to overtax the facilities of labor and capital and be able to duplicate the record of 1906, which Secretary Shaw pictures as "growing more crops than we can harvest and harvesting more than we can haul to market."

A summary of the farm crops raised in the United States during the past year shows that corn is still king in acreage, bushels and valuation. This is a billion dollar corn country.

Every dollar that Secretary Hitchcock has saved from the grafters in the Indian Territory has been added to the personal estate of the Indian, and yet the Indian is just as mad at the secretary as the grafter.

A Yokohama paper suggests that Japan may not be getting its share of American heiresses under treaty rights. The Japs are picking up even the art of humor.

Several of the unfortunate heiresses who married foreign noblemen will petition to be restored to American citizenship. This title is never a disappointment and grows brighter by use.

Senator Furaker may be and undoubtedly is a very able man, but he has undertaken a tremendous task in trying to stop the flow of messages from the White House.

Fighting battles is said to be largely the science of dealing with the unexpected. Senator Bailey in his struggle is not prepared to stand any more surprises.

**Chamberlain's Cough Remedy a Safe Medicine for Children.**

In buying a cough medicine for children, never be afraid to buy Chamberlain's Cough Remedy. There is no danger from it, and relief is always sure to follow. It is intended especially for coughs, colds, croup and whooping cough, and there is no other medicine in the world for it. It is not only a certain cure, but it is a safe one when given to children.

Over 30 Years experience in the Business

**HARNESS, COLLARS, SADDLES, &c.,**  
 Everything Needed in the Harness Line you will find at

**W. A. WILLIAMS**

Up to date Harness Shop. The only complete shop of the kind in Tillamook county. I handle no shoddy goods, but my prices will compare with those that do.  
 Next door to TILLAMOOK COUNTY BANK. Local Phone.

**M. F. LEACH,**

Dealer in  
**FRESH and CURED MEATS,  
 LARD, HIDES,  
 WOOL, Etc.**

"Clean and Wholesome," our motto.

The Best Hotel.

**THE ALLEN HOUSE,**

J. P. ALLEN, Proprietor.

Headquarters for Travelling Men.

Special Attention paid to Tourists.  
 A First Class Table. Comfortable Beds and Accommodation.

**Fir and Spruce Lumber.**

Spruce and Cedar Shingles.

Cheese and Butter Boxes a specialty.

Orders for Lumber promptly attended to.

**TILLAMOOK LUMBER COMPANY**

**A. K. CASE,**

PROPRIETOR

**Tillamook Iron Works**  
 General Machinists & Blacksmiths.

Boiler Work, Logger's Work and Heavy Forging.

Fine Machine Work a Specialty.

**TILLAMOOK, OREGON.**

**MAIL ORDER LIQUOR BUSINESS.**  
 Buy your Liquors from the Wholesale House Direct.

**We Want Your Business.**

We can furnish all kinds of Wines, Whiskies, Brandies, Gin and Rum at wholesale prices.

Send us your orders. We ship in plain cases and prepay freight. Read over our price list and mail us your orders. Money refunded if goods are not satisfactory. All orders will be treated strictly confidential. We ship all our goods C.O.D., or you can make remittance with your order.

**WE OFFER AS FOLLOWS:**

	12 Qts.	Gallon.
12 quarts Sheehan's Private Stock, Rye or Bourbon	\$8.00	\$3.00
12 quarts Tillamook Rye and Bourbon	8.50	3.25
12 quarts Delaney's Malt Whiskey	8.00	3.00
12 quarts Gordon White Rye Whiskey	8.00	3.00
12 quarts Old Gold Bourbon Whiskey	7.50	2.75
12 quarts Crescent Rye Whiskey	7.50	2.75
12 quarts Old Port Wine	3.50	1.25
12 quarts Old Sherry Wine	3.50	1.25
12 quarts Old Angelica 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	9.00	3.00
12 quarts Stamford 3A Rye	11.00	4.00
12 quarts Rainier 3A Bourbon	11.00	4.00
12 quarts Monogram O, P. S. Rye of Bourbon	12.00	5.00
12 quarts Peck and Honey	6.00	2.25
12 quarts Millview Whiskey, bottled in bond	10.00	3.50

Remember, we refund you your money and prepay freight both ways if goods are not satisfactory. We are exclusive wholesale dealers and sell our goods at wholesale prices. Nothing but the best.

Address all Orders to

**M. JACOB & CO.**

Wholesale Liquor Dealers,  
 404 Washington Street, Portland, Ore.

We assort cases, if desired; you can take as many bottles of any kind as you wish

Centrally Located. Rates, \$1 Per Day

**LARSEN HOUSE,**

M. H. LARSEN, Proprietor.

**TILLAMOOK, OREGON**

The Best Hotel in the city. No Chinese Employed.

**H. T. BOTTS,**

ATTORNEY-AT-LAW.

Complete set of Abstract Book in office. Taxes paid for non-residents.

Office opposite Post Office. Both phones.

**W. H. COOPER,**

ATTORNEY-AT-LAW,

TILLAMOOK, OREGON.

**CARL HABERLACH,**

ATTORNEY-AT-LAW.

Deutscher Advokat,

Office across the street and north from the Post Office.

**T. H. GOYNE,**

ATTORNEY-AT-LAW.

Office: Opposite Court House,

TILLAMOOK, OREGON.

**A. W. SEVERANCE,**

ATTORNEY-AT-LAW,

TILLAMOOK, OREGON.

**C. H. UPTON, Ph. G., M.D.,**

PHYSICIAN AND SURGEON.

Office first door East of F. R.

Beals' office.

**R. T. BOALS, M.D.,**

PHYSICIAN & SURGEON,

TILLAMOOK.

Office: Olson Building.

Residence: Mrs. Walker's.

**THOMAS W. ROSS,**

PHYSICIAN & SURGEON.

Office: Opposite Post Office.

Residence: Allen House, Tillamook, Ore.

**F. R. BEALS,**

REAL ESTATE,

FINANCIAL AGENT,

Tillamook, Oregon.

**DR. P. J. SHARP,**

RESIDENT DENTIST,

Office across the street from the Court House.

Dr. Wise's office.

**T. SARCHET,**

The Fashionable Tailor.

Cleaning, Pressing and Repairing a Specialty.

Store in Heins Photographic Gallery.

**ROBERT A. MILLER,**

ATTORNEY-AT-LAW,

Land Titles, Land Office Business and Mining Law.

PORTLAND, OREGON,

Room, 306 Commercial Building.

Did You Ever Try

**HARRIS'S NEW FEED AND**

**LIVERY BARN,**

If you give him a call.

Everything first-class. Second

block South of P.O.

**W. G. HARRIS, Prop.**

**LATIMER BROS**

BARBER AND HAIRDRESSER

SHAVING, HAIR CUTTING

SHAMPOOING, ETC

Electric Baths nicely fitted up. Good

persons suffering with rheumatism