

**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 Concurrence 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.

**WILSON RIVER TOLL ROAD  
 KNOCKED OUT.**

**Judge Burnett Makes the Injunction  
 Perpetual—The Toll Road  
 "Graft" is to Stop.**

Judge Burnett, before whom the Wilson River Road injunction suit was argued at the November term of court by Attorneys Thayer & Johnson for the toll road company and by Attorneys Botts and Dunaway for the settlers, and who took the case under advisement, has rendered a decision which knocks out the Wilson river toll road and makes the injunction perpetual.

It will be remembered that during ex-County Judge G. W. Sappington's administration the county court, without even giving notice to the settlers, or calling for bids, fixed the toll and leased the road to the Wilson River Road Company for 50 years, which was always considered illegal, but granted because Claude Thayer, who it was claimed, stood in with and had a pull on the county court at the time. G. O. Noland was supposed to be manager and Claude Thayer secretary, and if anyone else constituted the Wilson River Road Company at the time or since it is not generally known.

Since then the settlers have tried to get into court, but were defeated on a technicality, and District Attorney J. H. McNary took an appeal from the ruling of Judge Burnett and the matter is still pending in the state supreme court.

Getting tired at the slow process of the law and to bring the matter to a speedy issue, the settlers tore out the toll gate. This raised the ire of J. H. McNamer, who had subleased the road with the understanding that Thayer was to receive a per centage of the gate money, so swore out a complaint and had J. F. Recher, Wm. Ryan, W. Handley, Earl Stanley and Ernest Belitz arrested for destroying the gate. Thayer & Johnson drew the information, but it would not hold water when it came into court on a demurrer, Judge Burnett holding that the gate was real and not personal property. This settled the case against those who had torn out the gate.

Then the settlers filed an injunction suit with James F. Recher, plaintiff, vs. The Wilson River Road Company, J. H. McNamer and Wesley Rush defendants, and the temporary injunction was argued before Judge Galloway by Attorney Dunaway at McMinnville, the judge ruling in favor of the plaintiff. This left the injunction suit to be tried out before Judge Burnett at the November term of court, which was done, the judge taking the case under advisement, and having handed down his decision, knocks out the Wilson River toll road contract so completely that the Wilson River Road Company has nothing to stand on.

Judge Burnett's decree is as follows: "Based upon the findings of fact and conclusions of law made and filed in the above entitled cause, it is ordered and decreed by the court that the defendants, the Wilson River Road Company, J. H. McNamer and Wesley Rush, and each of them and all persons acting by, for or under them or either of them are hereby perpetually enjoined and restrained from erecting or maintaining any gate, fence or other obstruction on or across the public county road mentioned in the complaint of the plaintiff and the answers of the defendant herein, and hereinafter described, and from otherwise hindering or impeding the plaintiff in traveling on said road and from collecting or attempting to collect from plaintiff toll of or any amount for traveling along said road, and it is further ordered and decreed by the court that none of the parties to this suit have or recover any costs or disbursements herein."

**Wood Wanted.**

The Red Clover Creamery Co. will receive bids until March 15th, 1907, for fifty cords of four foot alder wood piled in their wood shed. Twenty-five cords to be delivered on or before July 1st and twenty cords to be delivered on or before September 1st, 1907.

S. SEVERANCE, Secretary.

**Dissolution of Partnership.**

The partnership hitherto existing between C. E. Reynolds and J. L. Jones has been dissolved by mutual consent. C. E. Reynolds retiring from the business, having sold his interest to Carl Knudson. All monies due the firm must be paid by September 1st, 1907.

REYNOLDS,  
 JONES.

**ASTORIA RAILROAD BOUGHT  
 BY HILL.**

**Sale Confirmed by General Hubbard.**

NEW YORK, Feb. 28.—General Thomas H. Hubbard, who with H. E. Huntington owned the Astoria & Columbia River Railroad, today confirmed the sale of the road to James J. Hill in December. The formal transfer will take place early in March.

E. H. Harriman wanted the road, but was outbid by Mr. Hill. The price is \$3,500,000.

**Hammond Bought Road at Bargain After Panic of 1893.**

Hill's acquisition of the Astoria & Columbia River Railroad has been predicted for the past three years. Negotiations have been opened again and again by both the Hill and Harriman interests, but until now no official confirmation of the sale could be secured.

Late last year the Oregonian predicted the impending transfer of the road, and it was an open secret for months that at any time its purchase was likely. It is a natural branch for the Hill system, the two roads using as they do the tracks from Goble to Portland together. Portland railroad men think the price reported—\$3,500,000—is too low, and say that, if the road is sold, it must have brought about \$5,000,000. The bonds alone amount to \$3,320,000, and it is not thought the stock was thrown in to make the bargain.

The road extends from Goble to Seaside, while surveys have been started to extend to Tillamook. A 99-year lease is held on the Northern Pacific track between Goble and Portland. The A. & C. is 89 miles long and is equipped with ten locomotives, 28 passenger coaches and 197 freight and miscellaneous cars. A. B. Hammond, of San Francisco, is president; G. W. Talbot, general manager, and G. B. McLeod, Mr. Hammond's confidential man, is secretary.

Mr. Hammond owned one-third interest in the road up to the time of its sale and has been the active head of the line since its construction. General Hubbard and H. E. Huntington held equal shares. The road has been in operation for the past ten years. It is of modern construction and has the reputation of following its time schedules more closely than any other road running out of Portland.

The line was started on English capital, and the first work was done between Astoria and Seaside. The panic of 1893 cut off the funds and work stopped. The track already constructed was foreclosed upon and sold. The Hammond-Huntington-Hubbard interests snapped it up for \$45,000. This included 16 miles of track, besides some equipments, and was a great bargain.

For completing the line to Goble and a connection with the Northern Pacific, substantial subsidies amounted to about \$1,000,000 were given by Astoria interests. This property is now in possession of a subsidiary company headed by Mr. Hammond.

Preparations are being made for the transfer of this property, for G. W. Talbot, vice-president and general manager, and G. B. McLeod, secretary, have been summoned to San Francisco to confer with Mr. Hammond, who is on his way there from New York, after having put through the sales of the A. & C. to Hill and the Corvallis & Eastern to Harriman.

**DRIVES IN WEDGE.**

**Hill's Purchase of A. & C. to Mean Much for Oregon.**

From The Oregonian.  
 The official announcement of the purchase of the Astoria & Columbia River Railroad by the Hill interests, published in The Oregonian yesterday, is regarded by railroad men as the opening wedge in the invasion of this state by Hill. It is not believed that this purchase means the abandonment of Portland as the Hill terminal and the building of a city at the mouth of the river, as some imagine, but the acquisition of the A. & C. is unquestionably the first step in building a line down the coast to Tillamook and beyond through the rich dairy sections west of the coast mountains.

The surveys already laid out for the extension of the A. & C. will unquestionably be followed by the Hill road. These surveys start from Seaside and follow the Necanicum for some distance, when they turn southwest and skirt the coast to Tillamook Bay.

This extension will make some of the most attractive coast scenery in the state easily accessible. The famed Cannon Beach, which is said to be one of the finest stretches of sea beach anywhere will be opened up by the extension of this Hill road. Other beaches of almost equal beauty will be made accessible to the thousands that throng to the seashore in Summer from Portland and the whole Northwest.

But the greatest value of the expected Hill extensions into the coast region of Western Oregon will come in the extension of transportation facilities to those fertile dairy and agricultural districts which have so long been isolated and their development halted on that account. Ever since the first coast settlements the Tillamook country and the other coast sections have waited patiently for railroads. With a big rival system competing for the traffic that will come out of these districts when once

opened up, the Harriman management will be far more ready to build railroads to the points where competition threatens than during the old regime, when Mr. Harriman owned practically every line of railroad in the state.

This extension into Western Oregon is believed to herald a new era for Oregon, for it means that the state will not have to rely upon the tender mercies of the Harriman system for transportation development. The state has found that promises have heretofore largely suffered to keep the traffic of Oregon confined to Harriman rails. But with the avowed intention of Hill to build into the coast country and perhaps thence south into Southern Oregon, the Harriman lines will find it necessary to really build railroads, not merely make promises to build.

**MAKES HILL INVULNERABLE**

**Hubbard Comments on Astoria Railroad Deal—No Use to Harriman.**

NEW YORK, March 1.—General Thos. H. Hubbard, late owner with H. E. Huntington of the Astoria & Columbia River Railroad, said today that the negotiations which resulted in the sale of the road to the Northern Pacific on December 19 last had been carried on for a long time between himself and representatives of James J. Hill. The reported purchase price of \$3,500,000, General Hubbard said, was not nearly what was paid by Mr. Hill for the property, although he said he did not feel at liberty to disclose the exact figures.

"The purchase of the road by Mr. Hill," said General Hubbard, "gives the Northern Pacific the only direct line to Seaside and places it in an invulnerable strategic position. When H. E. Huntington and I built the Astoria road about seven years ago, we graded a practically level road, the only course open to a prohibitive cost. We cut down the bluffs along the river and put in a line that certainly could not now be improved upon at a much greater outlay than we used in that project. The road, being a direct feeder to the Northern Pacific, was naturally a desirable piece of property to that road, and we have been frequently approached with a view to its purchase. Its final sale was a plain matter of business and there has never for a moment been any stock manipulation."

"The report that E. H. Harriman wished to buy the Astoria is, as far as I know, without foundation. It does not touch the Southern Pacific system, which he controls, and I have been unable to perceive how he could in any way be interested in acquiring it. Even if Mr. Harriman had bought the road, its ownership by the Southern Pacific system would in no wise interfere with the independent operation of the Northern Pacific, while to the latter named road it is a great help. To attempt to parallel it would cost a sum beyond all comparison with its value as a Northern Pacific feeder, although the value of the road already in operation is naturally very great as such a feeder. In addition to its natural value, the Northern Pacific will save more money than we did, for the reason that the trunk road will use its own terminal for the present instead of being put to the cost of hiring one, as we were forced to do."

"Taken altogether, the change of ownership is very satisfactory. The Northern Pacific undoubtedly has a great bargain, and Mr. Huntington and myself believe that our equity had been fully satisfied by the price at which the Astoria was sold. The formal transfer will be made in a few days. The equipment in every way is in excellent condition. Business is good and growing, and everybody interested seems to be perfectly satisfied."

**Do Not Crowd the Season.**

The first warm days of spring bring with them a desire to get out and enjoy the exhilarating air and sunshine. Children that have been housed up all winter and brought out and you wonder where they all came from. The heavy winter clothing is thrown aside and many shed their flannels. Then a cold wave comes and people say that grip is epidemic. Colds at this season are even more dangerous than in mid-winter, as there is much more danger of pneumonia. Take Chamberlain's Cough Remedy, however, and you will have nothing to fear. It always cures, and we have never known a cold to result in pneumonia when it was used. It is pleasant and safe to take. Children like it. For sale by Clough's Drug Store.

**Cows for Sale.**

For sale, three good cows, will be fresh in March, price \$35 each. Apply to Erick Glad.

When you buy WET WEATHER CLOTHING you want complete protection and long service. These and many other good points are combined in TOWER'S FISH BRAND OILED CLOTHING. You can't afford to buy any other.



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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.....	8 00	3.00
12 quarts Stanford 3A Rye.....	11 00	4.00
12 quarts Rainier 3A Bourbon.....	11 00	4.00
12 quarts Monogram O. P. S. Rye or Bourbon.....	12 00	5.00
12 quarts Rock and Rye.....	6 00	2.25
12 quarts Peach and Honey.....	6 00	2.25
12 quarts Millyven Whiskey, bottled in bond.....	10 00	3.50

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