

Editorial Snap Shots.

The honking machine is wanting the cows kept up. What about keeping up the bull pup poodle honking machine as well?

The Cloverdale Courier has changed hands. Merle D. Nelson being succeeded by Wm. Fletcher, who, it is safe to predict, will not count very wealthy in his new occupation, for scores of other newspapers pay better than country newspaper work in sparsely settled places. We, however, extend a welcome hand to the new pencil pusher.

Governor Chamberlain has pardoned "Bunco" Kelly, a cold blooded murderer, who some thirteen years ago was a crimp in Portland, carrying on a shang haiing, smuggling, murderous business, and the crime for which Kelly was convicted was one of the most brutal in the history of Oregon. Is that the class of men to turn loose?

As there is a strong sentiment in favor of a good wagon road, suitable for automobiles, being built from this city to Bayocean Park, it would be the proper thing for the county court, which will meet next month, to instruct the road supervisor or county surveyor to ascertain somewhere near what the cost would be, for it is the Headlight's opinion that the road ought to be completed next year, that is if Tillamook County is going to bestir itself and lend a helping hand in making this county a big summer resort. We would suggest that Mayor Botts and most of the business men wait on the County Judge and Commissioners on the 5th August, with the object of finding out what the cost would be and getting the work started as soon as possible.

Troutdale had a \$30,000 fire on Sunday, caused by a number of men who had been carousing in a saloon, resulting in two fatal deaths. Let Tillamook City take warning, for whenever a lot of men get the worse for drink and carouse in certain places, there is no telling what is going to happen. The Troutdale business men and property owners, now it is too late, can see for themselves what an expensive experiment it was to allow a lot of drunken men to carouse near their property. When people's property is placed in jeopardy by a class of men like that, who have not a penny invested, it is only natural that business men and property owners should feel alarmed whenever they see or know that drunken carousers are going on in a city. But if they will do nothing to put a stop to it, they are somewhat to blame themselves should they get burned out similar to the fire in Troutdale, where frame buildings only acted as a fire trap directly a fire was started.

Long Live The King!

is the popular cry throughout European countries; while in America, the cry of the present day is "Long live Dr. King's New Discovery, King of Throat and Lung Remedies!" of which Mrs. Julia Ryder James writes, "I have used it. It never fails to give immediate relief and to quickly cure a cough or cold." Mrs. Paine's opinion is shared by a majority of the inhabitants of this country. New Discovery cures weak lungs and sore throats after all other remedies have failed; and for coughs and colds it is the proper remedy. Guaranteed by Chas. I. Clough, Druggist, 50c. and \$1.00. Trial bottle free.

The Doctor Away from Home when Most Needed.

People are often very much disappointed to find that their family physician is away from home when they most need services. Diseases like cramp colic and cholera morbus require prompt treatment, and have in many instances proven fatal before medicine could be procured or a physician summoned. The right way is to keep at hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. No physician can prescribe a better medicine for these diseases. By having it in the house you escape much pain and suffering and all risk. Buy it now; it may save life. For sale by Clough's Drug Store.

SANDLAKE.

Clyde Lane and wife, of Springbrook, and Fred Lewellen and wife, from Hebo, spent Sunday on the lake.

Fred Lewellen, Clyde Lane, Chas. and Joe Atkinson, went flounder fishing Sunday and caught over fifty, besides getting their legs sunburned.

Engene Atkinson left last Friday on a business trip to Portland.

Mr. Snuffer was on the lake last week with some land buyers. We did not hear of any sales.

Thank you, but Sandlake is not interested in an automobile road. A wagon road would do us if we had it.

That reminds us, Mr. Editor, you said all parts of the county were getting a square deal on road work. Now either Sandlake is not in the county, or it is not getting a square deal, for the present Court has done nothing on the Sandlake road. [Don't be too swift, Mr. Correspondent, the Court won't forget Sandlake].

Prospects are good for a splendid crop of cranberries this year. What Sandlake needs is the road fixed up so that the cranberries could be hauled to Woods and shipped via Nestucca. The owners of the Delta should look after this, as it would be quite an item in their business.

Cured Three of Family with One Bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

"I purchased a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and found it be all claimed for in the advertisements. Three of the family have used it with good results in summer complaint."—H. E. Howe, publisher of the Press, Highland, Wis. For sale by Clough's Drug Store.

There is more catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease, and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proved catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from a teaspoonful to a tablespoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circular and testimonials. Address, F. J. CHENEY & CO. Toledo, O. Sold by Druggists, 75c. Take Hall's Family Pills for constipation.

SUSPECT HARRIMAN OF DEEP STRATEGY.

Rivals Cite the Case of E. E. Lytle's Tillamook Railroad.

(From the Oregonian). Has Edward H. Harriman, because of criticism of his methods of conducting transportation facilities in Oregon and his desire to overcome the popular prejudice against his system's operations, promulgated a plan of gobbling exclusive territory through trusted representatives?

This question has been asked frequently of late in relation to the launching of new railroad projects, and particularly in connection with the line of the Pacific Railway & Navigation Company, which is being constructed from Hillsboro to Tillamook and Astoria, with other branch lines to tap the rich and yet untouched territory of the Coast. Since the first shovel of earth was turned on the P. R. & N., right of way speculation has been rife in some quarters as to the source from which the financial backing was being derived.

E. E. Lytle, president of the company, who gained a point over older railroad men because of his persistence in constructing the Columbia Southern, appeared as head of the enterprise from its inception, taking over the grade started by the defunct Portland, Nehalem & Tillamook Railroad Company. In a surprisingly short time connection was made with the first steel laid on the right of way with the Southern Pacific, and that move gave rise to the rumor that Harriman was interested in the line.

Soon after, when construction was well along and equipment was needed, several flat cars were purchased, which bore the white initials of the Oregon Short Line. The letters were obliterated and the initials changed to P. R. & N. At the same time the only locomotive bought for use between Hillsboro and Buxton, to which point the west end of the road has been completed and is in operation, was formerly the property of the Northern Pacific.

Signs of Harriman's Interest.

By some it has been said the Southern Pacific has displayed a friendliness for the new road from the first and the fact was taken to indicate local Harriman officials had more than a passing interest in the connection. It was pointed out that despite the many years the Harriman interests have held sway over the Oregon territory, no move had been made toward reaching the Coast, and particularly the Tillamook country, which is regarded the richest of the stretch from the Columbia River south to Humboldt Bay.

Reports from time to time of the alleged purchase of the Astoria & Columbia River Railroad by the Hill interests, which finally culminated in the sale, were other reasons assigned for Harriman's desire to tap Western Oregon in that locality, and since the success of the P. R. & N. undertaking has been assured from the manner in which construction has been carried on, and that no expense was being spared to get the best possible line, the Harriman relationship gained strength in public opinion.

In rebuttal of the popular assumption is the denial of Mr. Lytle, who asserts emphatically that Harriman has not one penny invested in the company, either as a first holder of the bonds or any of the stock. When asked for an explanation of the presence of O. R. & N. equipment on the road and the building of a connection at Hillsboro by the Southern Pacific, Mr. Lytle made the following statement:

Mr. Lytle Explains It. "Flat cars purchased for the P. R. & N. bore the name of the O. R. & N. They were purchased through A. J. McCabe, a local railway equipment dealer, and when the order was placed with him I understood the cars were soon sold to him by the Oregon Short Line. But if that is any reason why Mr. Harriman is interested in the road, why is it not equally true that Mr. Hill has a share, when it is known that the first locomotive secured was purchased from the Northern Pacific?"

"Regarding the connection between the Southern Pacific and Pacific Railway & Navigation Co. at Hillsboro, it is a well known fact that arrangements for a connection were started by the officials of the Portland, Nehalem & Tillamook, which corporation later disorganized and I purchased the right of way for a distance of ten miles from Hillsboro, the Southern Pacific was forced to provide a connection, because a state law covers that point. No influence was necessary to get it. Therefore, it has no significance as relating to Mr. Harriman having holdings in the P. R. & N."

"As to the money, that is furnished by the Union Trust Company, of San Francisco. In support of that statement, I can refer anyone who is interested to the records of Multnomah, Washington, Tillamook and Columbia Counties, wherein is shown the filing of a mortgage in the sum of \$5,000,000, to which the Pacific Railway & Navigation Co. and the Union Trust Company are parties. The mortgage was filed after construction had been started on the line, and the first work, 20 miles, was pushed with money from my personal account."

Anybody Welcome to Buy.

"Now, as to who has the bonds at present, is a matter in which I am not concerning myself, nor do I care. The bonds are on the open market to be bought by anybody having the price. Perhaps Harriman, Hill, Morgan, Rockefeller or Gould have them. I do not know."

"If Mr. Harriman has taken the bonds from the Union Trust Company, it would make no difference. The Union Trust Company has obligated itself to furnish the money, and it is the business of its officials where they sell the bonds to reimburse themselves. The stock is in my name, and no one else has an interest in it further than those who are members of the board of directors, from which the executive officers are also elected."

"The fact that the Southern Pacific has a connection with our line means that road will get the business of hauling products of the Tillamook country and intermediate territory until such time as other roads are built from Portland to Hillsboro, where it is probable the business will be divided. The Southern Pacific would naturally be pleased to shoulder the expense of building the connection in order to secure the haul on that staff."

"At the same time it was possible for the P. R. & N. to connect with the Northern Pacific at Scappoose, and when the entire system is completed such a relationship will undoubtedly exist, for we will have deliveries to make to both lines and if they can be expedited by way of Scappoose, it is to our interest to form a connection."

Harriman Will Not Control.

"The Coast country is not any richer today than it was when the Portland, Nehalem & Tillamook interests attempted to tap it, and yet it is not said Mr. Harriman was behind that road. Personally, I don't care if Mr. Harriman has the bonds and it is his money that is building the road. He does not own it and will not operate it. That is certain. I cannot fathom the resentment against Mr. Harriman."

"For the past few years a hue and cry has been carried on that Mr. Harriman would do nothing for the development of the state. He has been accused of drawing millions from Oregon traffic and putting none back in the shape of new work. Now, if he sees fit to build new lines under the direction of others, for example, the Pacific Railway & Navigation Company, why should the residents of Oregon object? His money will go as far as any other's, and I don't understand the antagonism. What we want in Oregon is more railroads. It is immaterial who builds them, so long as the isolated regions are given proper transportation facilities."

"One reason why it is assumed I am acting for Mr. Harriman is because he purchased the bonds of the Columbia Southern after it had been demonstrated the line was bound to prove profitable. The first 27 miles of that undertaking were built with money furnished by a number of persons. Subscriptions ranged as high as \$1000, and it was only by the hardest efforts that enough was secured to complete it to the 27-mile point. Some experienced railroaders declared the road would never pay, and they tried to show the Central Oregon country could not furnish sufficient traffic to bring dividends."

Harriman Bought Bonds.

"Mr. Harriman purchased the bonds after the 27 miles were in operation, and with the money realized the line was extended to Shaniko, a distance of 70 miles. This did not, however, give him control of the road, for he owned not a share of its stock. As an experiment in tapping new country, the Columbia Southern proved all I had expected. From the first day of regular operation the road was a paying proposition, and continued to increase its revenue up to the time it was merged with the O. R. & N. Mr. Harriman then bought the stock of the road, this being the only way he could gain control. Probably he imagined that in buying the bonds he could get hold of the road through foreclosure. If so, he was in error."

Some work has been accomplished on the Coast, but grading will be in full swing in about two weeks. A barge is being loaded at the Albina dock of the O. R. & N., with equipment and material that arrived from the East a short time ago. Two steam shovels are due Tuesday, and when they are loaded the barge will be towed to Tillamook by the tug Samson. The equipment and material will be used by the Portland Bridge Co., which has the contract for building the first 20 miles.

Besides the steam shovels, the cargo in cludes 10 flat cars, 15 dump cars, a loco motive, six miles of rails and a car each of spikes, belts, smithing coal and hay. A gang of 125 men will also be taken to Tillamook, and with favorable weather conditions it is hoped to have the 20 miles in operation by December 31.

HEMLOCK

Most of the farmers are very busy getting their hay in the barn, for they know they live in Tillamook, where it is likely to rain.

Jim Christensen went to town Saturday with a load of cheese.

Mrs. James Beach and little daughter Maxine are visiting in town this week.

Mrs. Bud Wallace is down with the measles.

Mr. N. Eye and wife returned from the valley last week, where they have been visiting their son.

Tommy Davis, our old mail carrier, is being passing through here a few days ago with his new wife.

We see Uncle Sam is driver on the mail stage again. It takes old men to stick to their jobs.

J. Beach made a flying trip to the little beach this week.

There are preparations being made to commence work on the streets of Hemlock in a few days.

Jennie Woolley, who has been at Cloverdale the past year, is at home now and expects to take a trip outside soon.

Mr. Woolley has given his house a new coat of paint.

We are sorry to hear of the illness of Mrs. A. Kinnaman.

Jennie Blanchard has returned home from North Yamhill, where she has been in school for the past year.

Mrs. Clay Daniels and Mrs. C. Mills were out to the Mills ranch this week.

Mr. Beaty, the postmaster of Hemlock, went to the city this week accompanied by F. Jackson.

Mr. M. Woods and wife, of Pleasant Valley, made a pleasant call at the Kinnaman ranch Saturday evening.

Mr. Turner's new house is going up rapidly, with Albert Beaty as head carpenter.

Mr. Beaty is having a new concrete flue built on his house.

Grandma Jones is contemplating going to Oregon City, to visit her son, Henry Peters, who used to live here.

Miss Maggie Creevy is staying at A. Kinnaman's this week.

FAIRVIEW.

The hay harvest will be finished by the majority of the farmers this week until the oat hay is ready.

Cyrus Randal returned from Idaho on Friday.

Mr. and Mrs. Ross, of Portland, are in for the summer and visiting at Mr. Gus Kunze's.

Mrs. Cassa Donaldson has been visiting at Mrs. A. L. Donaldson's.

Mr. and Mrs. Pye, of Portland, are visiting Mrs. Adolph Nelson.

Mrs. Ross, of Astoria, accompanied by Mrs. Stansby, visited Mrs. Parkhurst recently, it being 16 years since they had seen one other. Mrs. Ross is the mother of Dr. Ross. She returned to Astoria last week.

Mrs. Tittle's daughters, who have been visiting her for the past two months will leave on the next boat.

TIMBER LAND, ACT JUNE 1, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Portland, Ore., July 22nd, 1907.

Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

OTTO SHEPHERD, of Garibaldi, county of Tillamook, State of Oregon, has this day filed in this office his sworn statement No. 7563, for the purchase of the Ne 1/4 of Sec. No. 4, in Tp. 1 N., range 2 E., and Sec. No. 12, in Tp. 1 N., range 2 E., of the 36th Meridian, in the State of Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

Irvin Carter, of Garibaldi, Oregon; Andrew Peterson, of Garibaldi, Oregon; George Watt, of Bay City, Oregon; Chas. A. Johnson, of Bay City, Oregon. Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 1st day of October, 1907.

ALGERNON S. DRESSER, Register.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Portland, Oregon, June 14th, 1907.

Notice is hereby given that in compliance with the provisions of the act of congress of June 3rd, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

MARY JOHNSON, of Adna, county of Lewis, state of Washington, has this day filed in this office her sworn statement No. 7458, for the purchase of the S 1/4 of Sec. 12 of Sec. 2, S 1/2 of Sec. 14 of Sec. 1, and Ne 1/4 of Nw 1/4 of Sec. No. 12, in Tp. No. 2 S., Range No. 9 W., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to a 1/2 land before the Register and Receiver, at Portland, Ore., on Friday the 27th day of September, 1907. She names as witnesses:

W. H. Petrie, of Portland, Oregon; Hugh Johnson, of Portland, Oregon; Roy Johnson, of Portland, Oregon; C. E. Shepherd, of Portland, Oregon; R. L. Louden, of Astoria, Oregon.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 27th day of September, 1907.

ALGERNON S. DRESSER, Register.

J. W. BEATY, NOTARY PUBLIC, HEMLOCK, OREGON. Legal papers of all kinds.

LATIMER BROS., BARBER AND HAIRDRESSER. SHAVING, HAIR CUTTING, SHAMPOOING, ETC. Electric Baths nicely fitted up. Good for persons suffering with rheumatism.

Money to Loan.

Borrow money here to pay your bills, etc. You will always know how much you are owing, also just where to find your notes, and can pay any amount at any time.

Can handle a few good, short time Real Estate Loans.

Terms, 8 per cent and good security.

Tillamook County Bank.

M. W. HARRISON, Cashier.

NEW GOODS!

A fine assortment of Summer Foot Wear, just received at the Red Front Shoe Store, consisting of Ladies', Gent's, Misses and Children's Shoes. May ladies' patent leather and Vicci French Kid cannot be beat for fit, finish and comfort. No paste board counters.

I have also a fine assortment of Men's and Boy's fine Shoes. My stock of Men's and Boy's Work Shoes, high and low cut, and my King Logger Shoes are the best in the city for the price.

No charge for sewing rips on shoes bought of us.

Red Front Shoe Store, P. F. BROWNE, Agent.

A Happy Man. Is Amos F. King, of Port. Byron, N.Y., (85 years of age), since a sore on his leg, which had troubled him the greater part of his life, has been entirely healed by Bucklen's Arnica Salve; the world's great healer of Sores, Burns, Cuts, Wounds and Piles. Guaranteed by Chas. I. Clough, Druggist. Price 25c.

Opened up for Business. SAPPINGTON & CO. A Full Line of Groceries, Flour, Feed, Tinware, and Crockery. We Want all Kinds of Produce. Call and See Us. Olsen Building, Opposite the Tillamook Hotel.

I have just opened up the most complete line of STAPLE & FANCY GROCERIES in Tillamook, all new and Fresh. The prices are no higher than others. We most cordially invite you to come and look at what we have and get our prices, whether you buy or not. W. M. MILLS, Opposite the Post Office.

CLOTHING! CLOTHING! At last our stock of Clothing has arrived. We have everything to suit the most fastidious. We have suits for the small man, the large man, slim built and stout built. They have the style, quality and fit. We have also just received a large shipment of Furnishing Goods, CONSISTING OF Dress Shirts, Underwear, Hosiery, Shoes and Hats. Always the best stock on hand. TODD & CO., Tillamook, Oregon.

CLOUGH'S SPRAYERS MAKE A VAPOR LIKE THIS. FOUR STYLES. ONE JET 75c TWO JETS 85c THREE JETS \$1.00 GALVANIZED \$1.00 THREE JETS, BRASS 1.25 CLOUGH'S CARBOLIC COMPOUND Keeps the Flies off Stock One Quart, at 50c. makes 10 Gallons. CLOUGH, Reliable Druggist. If after using CARBOLIC COMPOUND you are not satisfied come and get your money back.