

Advertising Rates.

LEGAL ADVERTISEMENTS:

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RATES OF SUBSCRIPTION.
(STRICTLY IN ADVANCE.)

One year	1.50
Six months	.75
Three months	.50

The Tillamook Headlight.
Fred C. Baker, Publisher.

LANDS BOUGHT FOR NEEDS OF FUTURE.

Present Use of Terminal Near Astoria Not Contemplated by Mr. Harriman.

That the Harriman terminals near Astoria were bought in anticipation of future needs rather than for present use, is the belief among men acquainted with transportation matters. While it is undoubted that the tidelands just purchased will be used for the Lytle road they are believed to be chiefly provisions for the future.

It is pointed out that Harriman neglected to secure terminals in almost every city on the Pacific Coast until too late and then he paid fabulous sums for them. For example, the tidelands recently bought in Seattle, costing a fortune, could have been had at far less cost had Mr. Harriman not been compelled to buy at the top of the market. He has apparently learned to secure terminals before he starts to build railroads.

Future terminal facilities equal to possible demands upon them is apparently the object sought in the purchase just made, for the track on Young's Bay is bigger than the Lytle road will need. Those who engineered the deal, however, evidently thought the land will be worth all it cost at any time, in case the Harriman people do not need it for their own use.

It may be asserted without question that the purchaser had in view accommodations for the Pacific Railway & Navigation Company, which is the Lytle road to Tillamook and Astoria. That this road is a Harriman line is unquestioned. No further doubt need be had on that score by anyone. Originally projected by Mr. Lytle, the road soon passed into the Harriman fold and the Harriman interests are directing its construction through Mr. Lytle.

Discussed at Odd Times.

The possible future terminal rates on wheat at the mouth of the Columbia River that are agitated every little while, is a factor, apparently, in the purchase of tideland terminals. With Hill reaching salt water by an easy and direct route, having acquired the Astoria & Columbia River Railroad, Harriman apparently has fortified himself for the contingency that might possibly arise should wheat be hauled to Astoria for export.

There is apparently, however, little if any chance that grain will go to the mouth of the river, say railroad men. If it did, it is contended that cars would have a longer haul and would have to be hauled back empty over the 100 miles between Portland and Astoria, adding to the expense of delivering the wheat at the harbor. Some point out that the cars would not come back empty for they would be loaded with lumber, but if so loaded, they would have to go clear East for discharge of the lumber tonnage and that would release the cars from the grain-carrying trade for so long a time that the railroads would not have equipment to handle the crop. During the wheat moving season, the railroads would have to keep their cars on the move between the wheat fields and the port of discharge and could not allow them to load back with lumber for the Eastern markets.

Nong Haul had Feature.

This long haul by rail and the empty haul back apparently precludes a profitable handling of grain from the interior to Astoria for shipment. An instance of the economical transfer of grain between Portland and the sea by steamer is given in the steamer Indian Monarch, which left Portland yesterday morning with 320,000 bushels of wheat, or 6600 tons. The running expenses of the steamer, plus pilotage from Astoria to Portland and from Portland back to the sea, made the cost of handling the wheat for the distance 6 1/2 cents a ton. If the railroads can do as well as that, they are entitled to the traffic, but they will have to meet that competition before they can expect to deliver wheat to ships at Astoria.

The report that Hill had bought a large tract of terminal property near Astoria including the Flavel tract, is denied by L. B. Seely, one of the owners. He says there is no truth in the story and that neither Hill nor anyone else has been negotiating for it.—Oregonian.

ASTORIA AND THE PROPOSED COAST ROAD.

Wants William Reid to Furnish \$250,000 in Bonds.

ASTORIA, Or., Oct. 16.—G. C. Fulton, G. W. Sanborn and F. L. Parker, executive committee of the chamber of commerce, together with Manager Whyte, have conferred with William Reid on the proposed railroad which Mr. Reid wishes to build from Clatsop station into the Nehalem valley. The committee's ultimatum to Mr. Reid was that he should furnish a bond in the sum of \$250,000 that he would pay the laborers he employed to build the road. Upon the bond being furnished the committee agreed to do all in its power to procure the right of way at the earliest day. Only six miles more of right of way is necessary.

Mr. Reid stated it was impossible to say whether or not he would furnish the bond until he could consult with Mr. Hawgood, his associate in building the road, but he promised to let the committee know Mr. Hawgood's attitude on the proposition.

(Oregon Journal)

A violent quarrel between factions at Astoria has resulted in disagreement over the proposition to assist the Portland-Oregon Seacoast railway in securing six miles of right of way between Astoria and Clatsop City. At a closed meeting of the chamber yesterday C. G. Fulton, attorney for the Northern Pacific, alleged that William Reid, secretary of the Portland-Oregon Seacoast road, "had never built any railroad and would not build the proposed line." Mr. Reid charged Fulton with falsifying, and to prove his charge produced proofs that are, it is alleged, working a rapid change of sentiment in Astoria in favor of the seacoast road.

It is said the large majority of the Astoria chamber is in favor of encouraging the seacoast road with all possible assistance in securing rights of way at reasonable prices, and that C. G. Fulton, who is a member of the executive committee, is acting in the interests of the Northern Pacific by attempting to block the seacoast road.

Alleged Blocking Scheme.

Mr. Reid went to Astoria to attend the meeting with \$6,500 in his inside pocket to advance to the chamber for use in settling controversies with owners of about six miles of rights of way that are now involved in condemnation suits in Judge Bowby's court. The seacoast company wanted to adopt a course of settlement that would get the cases out of court and hurry the beginning of construction work.

When the question of accepting the money and undertaking the desired assistance by the Astoria chamber came up for action Fulton came forward with a demand that Reid and his company furnish a cash bond of \$250,000 that they would build the road and pay all claims for labor and construction. Reid denounced the proposition as an attempt to obstruct the project and refused to accept it. The committee ultimately agreed to do what it could to get the condemnation suits advanced on the docket. Reid today addressed a letter to Fulton in which he produced the records to establish his claim as a rail road builder. He said in part:

Money for Rights of Way.

"Referring to your decision yesterday that the chamber of commerce would not aid the Portland Oregon Seacoast Railway company to get any rights of way unless on consignment by it to your committee of \$250,000 and that the condemnation till March, or the third Monday of February term rather, I have nothing to say. You and your committee have a perfect right to come to any decision thereon, and whether it binds the people of Astoria or not is nothing to that railway company.

"I told you in 24 hours you would have the moneys for the six miles of right of way desired, nothing more do we need or ask. You, however, positively declined anything less than a \$250,000 deposit for the chamber of commerce. When I asked you courteously for an explanation you indirectly vented your ire upon me by saying that I had never built a railway in Oregon, and that when I did try I got the roads I had promoted into debt and caused their noncompletion. These rash, untruthful statements, coupled with the wild mode of expressing them, has changed the controversy into a serious personal charge against me which I cannot allow to pass without correcting you, although one of your best friends on the train told me it was proverbial of your nature, and to pay no attention to it.

Reid Gives Facts.

"However, I am not built that way, especially when I have the history of Oregon to refute your erroneous statements and to fall back upon. In this Astoria road the wish may be farther to your thought that it should not be built by me, hence the public must be apprised of the facts, seeing you added yesterday you would personally fight me if I endeavored to refuse to comply with your \$250,000 deposit requirement—an unheard of demand in railway circles—as a condition for your chamber giving us, without resorting to the courts, only the six miles of rights of way, 70 acres of treeless land without a trail or

access thereto which we asked through it, and offered to pay for.

"Here are the facts controverting your personal allegations that I never built any completed road. Henry Villard said to me (as you do now) in 1880, that I could never raise money to build the line from Ray's Landing to Springfield, and further, that he would, as you now say also, prevent me building it. Yet that line, 94 miles in length, was built by me in 15 months and is there today, except 10 miles. Rays to Woodburn, the track of which he lifted to prevent competition with river boats, after the lease he made at 6 per cent on stock and bonds was repudiated.

Built Other Lines.

Mr. Villard, seven months before his death, said to me that he should not have opposed the road. When C. P. Huntington acquired it the bondholders got 100 cents on the dollar therefore, as per agreement he signed, which I can show now. The west side road started by Joseph Gaston, which, in opposition to Mr. Villard, I completed from its present terminus, Arhe, to Dunier Junction, 55 miles, is there now, is it not, and in operation?

The third line I built from Portland to Dundee Junction and to Willamette river, 30 miles, in its construction was opposed by C. P. Huntington, and yet he bought it at 100 cents on the dollar from the bondholders in 1889, after it was built, and it is at the foot of Jefferson street, in Portland, today, is it not? All these three lines were acquired for cash, face value, and interest to the bondholders.

Referring to the Astoria & South Coast railroad, a project which he undertook in 1892 and failed by reason of the financial panic, Reid said:

"While its construction was never finished and was unfortunate, nevertheless the 15 miles which were built and in operation subsequently paved the way for its requirement by the Astoria & Columbia River railroad, now owned by the Northern Pacific Railway company, and yet I was the greatest financial loser therein, evidenced by the fact that C. P. Huntington (whose greatest desire was to enter Astoria via the Nehalem), after getting my expenditure of \$165,000 audited by his officers at Portland, offered me the same back without interest at the Hotel Portland, in presence of General T. H. Hubbard, his vice president (alive today).

Others to Blame.

For declining this proposition I apprehend Astoria holds me to blame, but its people were equally responsible, as its directors, against Senator Fulton's protest, too, had prior thereto declined the loan C. P. Huntington offered to make to the Astoria & South Coast railway—the money for which lay in Richard Kohler's hands at Portland for some weeks. What followed it is needless to narrate.

"In the face of these facts you hold me responsible for non-completion of that road and when I endeavor now to rebuild it after obtaining the necessary funds, to the Nehalem river, guaranteed from London and offer to consign in bank necessary money for the 70 acres rights-of-way now in litigation, in value under \$1,000, the chamber declines same unless the Los Angeles people I represent (for I do not own the Portland, Oregon Seacoast railway) in addition deposit with you \$250,000 in cash as security for its completion, and this in the knowledge of the law which allows appropriation by the courts for any lands condemned for railway purposes.

Notice of School Indemnity Selection.

United States Land Office, Portland, Ore., Sept. 6, 1907. Notice is hereby given that the State of Oregon on September 6th, 1907, applied for Lot 4, section 7, and Lot 1, section 18, township 3 north, range 8 west, and Lot 3, section 13, township 3 north, range 9 west, and filed in this office a list of school indemnity selections in which it selected said land; and that said list is open to the public for inspection.

Any and all persons claiming adversely the above described land or any legal subdivision thereof, or claiming the same under the mining laws, or desiring to show said land to be more valuable for mineral than for agricultural purposes, or to object to said selection for any legal reason, should file their claims or their affidavits of protest or contest in this office on or before the 15th day of November, 1907.

ALGERNON S. DEESSER, Register.
GEO. W. BIRBE, Receiver.

A Quick and Safe Remedy for Bowel Complaints.

Twenty years ago Mr. Geo. W. Brock discovered that Chamberlain's Colic, Cholera and Diarrhoea Remedy was a quick and safe cure for bowel complaints. "During all of those years," he says, "I have used it and recommended it many times and the results have never yet disappointed me." Mr. Brock is publisher of the Aberdeen, Md., Enterprise. For sale by Clough's Drug Store.

A Criminal Attack

on an offensive citizen is frequently made in that apparently useless little tube called the "appendix." It's generally the result of protracted constipation, following liver torpor. Dr. King's New Life Pills, regulates the liver, prevents appendicitis, and establishes regular habits of the bowels. 25c. at Chas. I. Clough, drug store.

The Oregon Cheese Co., Incorporated, is prepared to buy all the first class cheese that comes along. Spot cash and highest price. Factory men will do well to see R. Robinson, the manager, before selling. He will be in Tillamook a good part of the time during the season. Only the best stock wanted.

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Buy your LIQUORS direct from the WHOLESALE HOUSE at WHOLESALE PRICES and save the middle MAN'S PROFIT, which means 50 to 100 per cent on your PURCHASES.

We are offering for the next 60 days as follows:

2,500 Gallons of Double Stamp Whiskies, Regular price, \$5.00 per gallon	at \$3.50 per gal.
2,500 Gallons of Pure Old Rye Blend Whiskies, Regular price, \$6.00 per gallon	at \$4.00 per gal.
2,500 Gallons of Pure Old Bourbon Blend Whiskies, Regular price, \$6.00 per gallon	at \$4.00 per gal.
2,500 Gallons of Lyon Rye or Bourbon Blend, Regular price, \$5.00 per gallon	at \$3.00 per gal.
5,000 Gallons of Fine Old California Port, Sherry, Angelica, Muscat, Madera and Malaga, Regular price, \$2.50 per gallon	at \$1.50 per gal.

Freight and Express Prepaid and no Charge for Coopersage.

500 Cases of McBraver Whiskey, bottled in bond	at \$12.00 per doz
500 Cases of Millview Whiskey, bottled in bond	at \$10.00 per doz
500 Cases of Stanford Rye Whiskey, Pure Blend	at \$11.00 per doz
5,000 Cases of Port, Sherry, Angelica, Muscat, Tokay, Madera and Malaga	at \$4.00 per doz

On Five Case Lots we allow a discount of 50c. on each Case.

Of five and ten gallon kegs and half barrel Lots we allow a discount of 25c. per gal.

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