

**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.	

**RATES OF SUBSCRIPTION.**  
(STRICTLY IN ADVANCE.)

One year	1.50
Six months	.75
Three months	.50

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

**Railroad Grant Lands.**

Attorney A. W. Lafferty, of Portland, sends us the following communication in regard to railroad grant lands:

"Right now is the time for anyone honestly desiring to make a home out of 160 acres of the O. & C. railroad grant lands to move on to the same. The government suit will be filed in about three weeks, claiming a forfeiture to the United States, and it will then be too late for anyone to settle under the original Acts of Congress, providing for the sale of the lands to actual settlers at \$2.50 per acre, by the railroad. But the government cannot get a decree forfeiting to the United States any particular 160 acres that may be settled on in good faith prior to the date the government shall file its suit. On the other hand the government suit is bound to establish the right of the settler to have such tract of land, providing the government shall win its suit.

"Any person who will make settlement before the government suit shall be filed will, if the government wins, and will lose if the government loses. Any poor man who really wants a home can afford to take the chance. But no person simply expecting to make a pretense of settlement, without actually intending to appropriate the land as a real home, should make the attempt, for he would be acting dishonestly if he did.

"The application to purchase these made by persons not actually settled on the land amount to nothing whatever."

**What is the Matter With Oregon?**

Oregon's Republican newspapers say that their state will give a large majority to Taft, and probably they are correct, but its politics has a speckled look to a good many persons. In the recent election its Republican candidates for the Legislature rolled up an aggregate plurality of 23,000 in the popular vote, yet, under its queer electoral system, this Republican Legislature is committed to the election of a Democrat to the Senate at Washington. As this Democrat will vote with the Democrats on all issues it is hard to understand the Republicanism of an electorate which could choose him in preference to a man who would be sure to vote with the Republicans.

Politically, Oregon had a rather strange advent as a state. Although in latitude it is almost as far north as a state could be, it had a strong pro-slavery element at the outset. When the Democracy split in the Charleston Convention of 1860 on the sectional line, Oregon contributed one member of the Southern Democratic ticket, Lane being the vice presidential nominee as a running mate with Breckinridge. Lincoln carried the state in that election, but he did it because Douglas, the Northern Democratic candidate, took away enough votes from Breckinridge to allow the Republicans to squeeze in. Oregon came to the Republicans in the war election of 1864, because it had nowhere else to go, all its Breckinridge friends of four years earlier being out of the Union at that time. It gave its vote in 1868 to Seymour as against Grant, very nearly swung into the Democratic column in 1880, and was in doubt for several days after the voting in 1896, but finally the vote showed that McKinley had it by a short lead.

Probably Oregon will support Taft this year. This looks like a Republican year throughout the country, and while Bryan may carry some states in the West which he won in 1896, it is likely that Oregon will not be one of them. Chamberlain, however whom it has just favored for the Senate, carried the state twice for governor, although the Republicans carried the rest of the state ticket in each election and carried the members of Congress also. This choice of a Democrat to the Senate, where he will work and vote against the policies of President Taft, is a piece of guerrilla politics which will cast some discredit upon the political sanity of Oregon's electorate.—Globe Democrat.

Perry appealed for reading matter for his crew during their absence in the Arctic regions and in one day 3000 volumes were sent in. That long winter night will not pass unimproved.

**TILLAMOOK TIRES OF LYTLE'S DELAY.**

**Indignant Because Railroad Construction is Not Resumed, Says F. C. Baker.**

**READY FOR ELECTRIC LINE.**

**Citizens Have Kept Agreement With Harriman Project. But Their Patience is About Exhausted, It is Declared.**

(From the Oregonian)  
If E. E. Lytle is not going to build a railroad into the Tillamook country, the people of that county want to know it and give somebody else a chance to build. This is the sentiment of the Tillamook people as expressed by Fred C. Baker, publisher of the Tillamook Headlight, who visited Portland yesterday. Incessant delays in resuming construction on the Lytle road, after work was abandoned last Fall, have exhausted the patience of the Tillamook people. Unless Mr. Lytle gets busy right away, they intend to open a flirtation with some of the electric projects that are headed that way, notably the Oregon Electric Railway, which has projected a trolley road to Tillamook from Hillsboro.

Mr. Baker says the residents of Tillamook County have fulfilled their part of the bargain made with Mr. Lytle when the railroad was first projected. Rights of way through Tillamook County and a subsidy of \$20,000 were donated to the road with the explicit understanding that the road would be completed by the end of 1908. This agreement was made in 1907.

**Work Stopped Last Year.**

When the financial flurry struck the country in the Summer of 1907, work on the line was stopped. Mr. Lytle asked an extension of time for the completion of the road but promised to have 10 miles of the road done by February, 1909, and all the work completed in two years thereafter. This was agreed to with the understanding that work would be resumed this season and the promoters of the line were not to loose the subsidy.

Since that time, "not a shovelful of earth has been turned on the railroad," says Mr. Baker, and the patience of the Tillamook people is wellnigh worn out. Delegations of Tillamookers have called upon Mr. Lytle repeatedly all Spring and asked to know when construction of the new line would be taken up again. The last of these visits was no later than yesterday and then, as always, the reply of Mr. Lytle to the question was:

"Probably within a week or ten days. It may be any day."

At first this oracular statement pleased the visitors from Tillamook. They felt satisfied and went home reassured and happy.

**Many Calls on Lytle.**

Weeks passed, as they say in novels. Like-wise months. Nothing doing on the Tillamook road. Again a delegation would form in Tillamook and make the tedious trip to Portland by boat or stage to learn what had caused the hitch in the resumption of work on the "Lytle road." The inevitable question, "When will work be resumed?" was asked.

"Probably within a week or ten days. It may be any day," was the answer of the railroad builder. Then there was nothing to do but for the visiting delegation to go back home again and report progress, or, rather, the lack of it.

Mr. Baker voices the exasperation of the whole section at the inactivity of the railroad forces, but what to do about it they do not know. They want a railroad bad and would welcome any other line, particularly some reputable electric road such as the Oregon Electric. Unless Mr. Lytle gets busy soon, the electric road, which has plans for a line into Tillamook, which will take several years to carry out.

**Harriman Behind Project.**

Mr. Lytle's road, as is well known is a Harriman project. His delay, it is understood, is caused by the failure of the Harriman people in the East to advance the necessary money. Just when they will get ready to advance the cash, Mr. Lytle does not know any more than anyone else.

"We feel that we should have had a railroad long ago," said Mr. Baker. "Tillamook is located just 50 miles from Portland. If our fertile county were situated that close to any other big Pacific Coast city, we know we would have had a railroad long ago."

"Because of the difficult and crude transportation methods open to us to connect us with the outside world much of our trade goes to San Francisco and yet we are only 50 miles from Portland. Last year we shipped cheese amounting to a value of \$300,000 and our timber wealth is immense and can hardly be estimated. Yet we are left without a railroad or adequate transportation facilities. Something ought to be done and that right away, but we want to know positively if Mr. Lytle is going to build or if he is not. If not, we can better negotiate with some other interest."

**Just Exactly Right.**

"I have used Dr. King's New Life Pills for several years and find them just exactly right," says Mr. A. A. Felton, of Harrisville, N.Y. New Life Pills relieve without the least discomfort. Best remedy for constipation, biliousness and malaria. 25c. at Chas. I. Clough's drug store.

**DECISION AGAIN POSTPONED**

**Sentence of A. J. Hembree Will Not Be Pronounced Until Thursday July 23.**

Polk County Observer.

The date for pronouncing sentence upon A. J. Hembree, recently found guilty of murder in the first degree, has again been postponed, and has been set for Thursday, July 23.

Judge M. L. Pipes, of Portland, and W. T. Vinton, of McMinnville, were present yesterday for the defense, Hon. James McCain, the other attorney for the defense, being unable to attend. Prosecuting Attorney John H. McNary represented the state.

Two of the motions of the attorneys for the defense were overruled by Judge Burnett at the hearing yesterday afternoon. One was a motion to remand the trial to Tillamook county, on the ground that the change of venue should have been made to the county nearest Tillamook, which the defense claim, should not have been Polk but Clackamas county. The other was a motion to arrest the sentence in Polk county until they could petition for a change of record in Tillamook.

On July 23, Circuit Judge G. H. Burnett will pronounce the sentence, and at that time the attorneys for the defense will file a motion to set aside the judgment, which motion they have also agreed to argue on the same day.

Great interest was taken in yesterday's proceedings, several people from McMinnville and Tillamook being present at the hearing.

To all outward appearance, Hembree himself is the least interested of any in the ultimate outcome of the question. In the court room and on street, passing to and from the jail, he preserves an expression of utter indifference. In his cell he is stoical, talks little, eats heartily, and smokes incessantly, giving way only on rare occasions to temporary spells of silent despondency.

**U. R. on to Hillsboro.**

(Oregon Journal).

Construction of the United Railway company from Portland to Linton and Hillsboro and Tillamook has at last been officially determined upon and will begin at once. At a meeting of members of the Seattle Dock company with Portland members of the United Railway company, held at the office of the latter in this city yesterday, plans were completed for the project and preliminary arrangements made.

At the meeting were Thomas L. Greenough, Moritz Thomsen, W. D. Hofius, E. E. Eumons, attorneys for the company, Chief Engineer Wickersham and others. The surveys have been completed and final locations made from Portland to the other side of the hills toward Hillsboro, via the Cornelius pass route.

Thomas L. Greenough, who is the chief of the contracting forces of the company, was not disposed yesterday to say much for publication, but confirmed the statement that the company will positively begin construction immediately. He said:

"About seven miles of steel rails ordered some time ago are now enroute to Portland, and will be here within a few days. We have all necessary construction outfits conveniently at hand where we can ship them at a moment's notice to the point of construction work. We will begin work at once. The road will run out of Portland via the Linton route, which is an easy grade for a line to get over the hills toward Hillsboro."

"Since it has been reported that this road will be built to Tillamook the people of Portland and Tillamook have been much interested to learn of the company's intentions toward the coast. Is that your destination?" he was asked.

"That is what we intend to do," was his somewhat evasive reply, and nothing more definite could be obtained, Mr. Greenough being averse to talking even about the plans under way for the Hillsboro line. He said it was the policy of himself and friends not to "blow" about things that were to be done, but to go and do them.

The party of Seattle men here went out yesterday in automobiles over the route of the proposed line from Portland to Hillsboro, and inspected the country with a view to estimating its traffic possibilities.

**Take a Vacation.**

Now is the time to take a vacation, get out into the woods, fields and mountains and visit the seashore, but do not forget to take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy along with you. It is almost certain to be needed and cannot be obtained on railroad trains or steamships. It is too much of a risk for anyone to leave home on a journey without it. For sale by all Druggists.

Chamberlain's Colic, Cholera and Diarrhoea Remedy Would Have Saved Him \$100.00.

"In 1902 I had a very severe attack of diarrhoea," says R. N. Ferrer, of Cat Island, La. "For several weeks I was unable to do anything. On March 18, 1907, I had a similar attack, and took Chamberlain's Colic, Cholera and Diarrhoea Remedy which gave me prompt relief. I consider it one of the best medicines of its kind in the world, and had I used it in 1902 believe it would have saved me a hundred dollar doctor's bill. Sold by all Druggists."

**HARNES, COLLARS, etc.**

You Use Them.  
We Sell Them.

**W. A. WILLIAMS & CO.,**  
Next Door to Tillamook County Bank.

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.

**THE OREGON CHEESE COMPANY,**  
126 Fifth Street, Portland.

**NOTICE**  
TO THE PEOPLE OF TILLAMOOK CITY AND COUNTY.

**THE RED FRONT SHOE STORE**

WILL SELL ALL STOCK ON HAND AT COST.  
Strictly for Cash Until Further Notice.

So as to make room for a large stock of Spring and Summer Shoes that will shortly arrive from Chicago. Come and get Bargains out of the largest and best selected stock of Shoes in the City.

**P. F. BROWNE, Agent.**

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.

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.

**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.**

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 Abstracts in office. Taxes paid for 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 next to the Post Office.

**T. H. GOYNE,**  
ATTORNEY-AT-LAW  
Office: Opposite Court House  
TILLAMOOK, OREGON

**A. W. SEVERANCE,**  
ATTORNEY-AT-LAW  
TILLAMOOK, OREGON

**R. T. BOALS, M.D.,**  
PHYSICIAN & SURGEON  
TILLAMOOK.  
Office: Olson Building.  
Residence: Mrs. Weiss' house, Mrs. Walker's.

**DR. I. M. SMITH,**  
PHYSICIAN & SURGEON  
Office over J. A. Todd & Co.  
Tillamook, Ore.

**W. C. HAWK,**  
PHYSICIAN & SURGEON  
BAY CITY, OREGON

**THOMAS W. ROSS,**  
PHYSICIAN & SURGEON  
Office: Opposite Post Office.  
Residence: Allen House, Tillamook.

**F. R. BEALS,**  
REAL ESTATE,  
FINANCIAL AGENT  
Tillamook, Oregon.

**DR. P. J. SHARP,**  
RESIDENT DENTIST  
Office across the street from Court House.  
Dr. Wise's office.

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The Fashionable Tailor  
Cleaning, Pressing and Repairing a Specialty.  
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