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First Insertion, per line	\$ 10
Each subsequent insertion, line	5
Business and professional cards, 1 month	1 00
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Locals, per line each insertion	5
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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.

THE COAST RAILROAD.

Claims they have Millions to Build the Road.

A railroad system, the main line of which will be 1,280 miles long, forming a gigantic letter T, the main stem stretching across central Oregon and the arms reaching up and down the coast line from Portland to San Francisco—this is Oregon's newest transportation victory. Construction of such a road will be begun immediately, involving an expenditure of \$28,000,000 at their command.

At the head of the enterprise, not as figureheads but for actual financing and construction, are men well known in the world of railway affairs. A few who can be mentioned at this time are J. L. Greetsinger, New York, ex-president of the Brooklyn Rapid Transit company; Senator William H. Lynn, New York; Baker & Crabtree, St. Louis bankers, connected with the trust companies there in which brewers' capital is largely invested. Within the next 30 days they will complete the organization in Oregon of a corporation that will be known as the Oregon Coast & Eastern Railway company, and this corporation will take over the entire project, which is now in the hands of a syndicate made up of the men named and their Wall street associates.

Started Two Years Ago.
The undertaking had its birth nearly two years ago, and work has been pushed continuously and silently since that time. Today 400 miles of the line has been surveyed, franchises and properties have been secured in many places, and agents of the syndicate are now at work in every county through which the main line will run, securing rights of way. To the present time the work has been carried on almost entirely by W. J. Wilsey, a Portland timber man and mining operator, who, single-handed, has accomplished herculean tasks.

From time to time the agents and experts of the eastern financial interests have visited Oregon, examined the various propositions taken up, and passed upon them. A few weeks ago the final examination was made by Banker Crabtree, who personally went over the entire route up and down the coast and across Oregon in a backboard with Mr. Wilsey. On his return the financing syndicate formally accepted the proposition, and the final contracts have just been closed, assuring beyond peradventure construction of the road.

Belts the Pacific Coast.
The result of all this to Oregon is almost beyond human conception. A railroad system that belts the Pacific coast, giving a water grade between Portland and San Francisco, opening to the world the vast resources of coast counties, and a new transcontinental line touching Pacific tidewater at every great Oregon seaport and passing through central Oregon to a connection with the Gould system and the Rock Island at Ogden, and possibly with the Burlington and one other eastern road in Wyoming—these things have for years been the dream of Oregon's builders. The great project is no longer a dream, but a reality. Oregon, at last, is coming into her industrial and commercial heritage.

The Oregon Coast & Eastern, as surveyed, is what its name indicates, a binding of the coast counties together in a transportation system extending east to the various eastern connections now reaching out as far as Wyoming and Utah terminal points. Its route from Humboldt bay north runs through Curry, Coos, Tillamook and other counties to Portland. From Coos bay it runs east through Eugene, crosses the Cascades and passes through Klamath, Crook, Harney and Malheur counties.

Three Hundred Miles Shorter.
The road will furnish a route from Portland to the east 310 miles shorter than any existing or projected line," said Mr. Wilsey. "It will pass through the richest undeveloped portions of Oregon. It will connect at Humboldt bay with the Santa Fe, if negotiations now practically closed do not go away. If they do it will build on to San Francisco, keeping close to the coast line. At Portland it will connect with the Hill lines. We have proceeded every step of the way in good faith, and when we reach Portland we shall expect the people of this city to meet us half way in a spirit of welcome and co-operation. We ask nothing that is not fair and just, and are not seeking financial assistance."

It is said the reports of the experts sent out from the east have been a succession of indorsements highly favorable to Oregon and the men who have worked at this end of the line. From investigations made they have

found in every instance that the actual conditions were more favorable than shown by the advance representations. They have convinced eastern capitalists that Oregon presents one of the most promising fields in the United States for railroad construction and industrial development.

Two Billion Feet of Lumber.
"Of the 3,000,000,000 feet of standing timber in Oregon, the Oregon Coast & Eastern will tap 2,000,000,000 feet, and, in addition, nearly all the richest coal and mineral fields in the state," said Mr. Wilsey. "Railroads will pay where there is tonnage, and this rule has guided us in laying out the route of this railroad. At the beginning it was the intention of those financing the project to extend the road to Portland, but the plan was to make the principal Pacific coast terminal at Coos bay. Later it was deemed advisable to run the line to Portland. It will come down the Willamette valley from Eugene, keeping away from any existing line. The coast line running north will pass through the lower portion of Tillamook county to Portland. We expect to make our terminals in East Portland, where railroad terminals ought to be. Branch lines will tap the Rogue river country, Klamath, Crook, Lake and other counties of Oregon."

Will Tap Wonderful Country.
Probably the greatest aggregation of comparatively undeveloped resources contained in any state on the American continent will be given transportation facilities by this railroad system. It will pass through Curry county, with its vast forests, agricultural resources and mineral wealth; Coos county, with its great forests of pine, fir, hemlock and its dairying and agriculture, coal deposits and splendid ocean harbor; Lincoln county, with its timber and agriculture; Tillamook, with its timber, coal, fisheries, dairy and agricultural industries; Washington and Benton, with great timber and farming resources, and other counties that rank among the richest in the Willamette valley. Crossing the Cascades, it will tap mineral and timber belts and the region of magnificent distances and resources that are familiar to the residents of Klamath, Lake, Harney, Crook, Malheur and adjoining counties, where great irrigation projects are already under way or are possible of development through the impetus that will be given by transportation facilities.

History Ahead of State.
"Oregon has her greatest history before her. The state is just beginning to attract and convince eastern financiers, whose capital is necessary to its complete and rapid development," said Mr. Wilsey. "You can go into the offices of men on Wall street to-day and find them as well posted on the resources and topography, the valleys and mountain passes of Oregon as are men who live here and make a study of these things. If you bring up a particular question for discussion they will usually produce maps of Oregon and the discussion will show very quickly that they are in possession of a great deal of practical knowledge concerning the state."

Mr. Wilsey has in the last year spent many hours in the New York offices of the men who build or control the great railroad systems of the country. The enterprise which has taken solid shape through his persistent work had many ups and downs, and it is said, was three times believed to have been hopelessly crippled by opposition before it spelled victory. It had its inception in August, 1904, in a small electric traction company which he incorporated at Eugene, under the name of the Willamette Valley Electric company. This corporation he formed as a nucleus of the greater plan and under guise of it the work of surveying and acquiring rights was carried on for many months. The little company was long since abandoned, having served its purpose.

Bids Wanted.

NOTICE IS HEREBY GIVEN,—That the County Court of Tillamook County, Oregon, will receive bids for furnishing all necessary materials and constructing a combination bridge, 180 foot span, according to plans and specifications on file in the office of the County Clerk, said bridge to be built at the Ludtke point on the South Nehalem River.

Bids are also wanted for the building of a 180 foot bridge at Cloverdale, Oregon, across the Big Nestucca River. Two bids are wanted on this last bridge, one for building a combination bridge, and one for building a Howe Truss. Plans and specifications for which can be seen on file in the County Clerk's office. The Nehalem bridge is to rest on concrete piers, and the Nestucca bridge on wood piling.

All bids must be sealed and filed with the County Clerk on or before March 7, 1906, at 10 o'clock a. m. The Court reserves the right to reject any or all bids. A duly certified check equal to 5 per cent of the bid must accompany all bids, as a guarantee that the bidder if awarded the contract will execute and file an approved bond within 15 days after awarding the contract, for faithful performance of the work.

By order of the County Court.
Dated at Tillamook Oregon, this 15th day of January, 1906.
G. B. LAMB,
County Clerk.

Frightfully Burned.
Chas. W. Moore, a machinist, of Ford City, Pa., had his hand frightfully burned in an electrical furnace. He applied Bucklen's Arnica Salve with the usual result—a quick and perfect cure. Greatest healer on earth for Burns, Wounds, Sores, Eczema and Piles. 25c. at Chas. I. Clough, drug st.

FULTON'S VIEWS ON TIMBER LAND.

Wants Provision in Law to Make it Private Property.

WASHINGTON, Jan. 31.—The Senate committee on public lands today gave further consideration to the bill repealing the timber and stone act, but took no action. Senators from the mountain states were requested to frame a section of the bill authorizing the entry of land valuable chiefly for stone. It is understood that the bill will be reported when this section is agreed to. The bill will absolutely repeal the timber and stone act, will authorize the sale of public timber at auction or otherwise at not less than the appraised value and provide some manner of sale of stone land.

Senator Fulton, who attended today's session, is not in entire accord with the bill being framed. He today gave an interview defining his position and answering a recent editorial in the Oregonian. He said:

Fulton Opposes Bill.

I am opposed to the repeal of the timber and stone act unless some provision shall be submitted whereby timber land may become private property. Oregon is to be developed by men, not trees. What we want are industries, population and revenue-producing properties. Land owned by the Government and withdrawn from entry or settlement furnishes neither revenue nor opportunity for industrial development. I am frank to say, that I do not want the general Government to retain a foot of land in Oregon outside of what is necessary for its public buildings, forts, military reservations and kindred objects. When land passes into private ownership it at once begins contributing to the public treasury.

Wants Land Open to Purchase.

The Oregonian editorial refers to Clatsop and Tillamook counties, saying that their unsurpassed forests are already in private ownership. I am glad of it. Ask the people of those counties if it is not greatly to their advantage that such land is held in private ownership. If it were still public land it would contribute nothing in the way of taxes. Now it is bearing its proportion of public burdens. I am opposed to retention in the public domain of land that is suitable for any character of private enterprises. Mountainous land that is unfit for any purpose other than pasturage may well be retained. To that I have no objection, but in Western Oregon, throughout the coast counties, there are vast areas of timbered land which, denuded of timber, will be valuable for grazing and dairy farms. Why should we continue such land in public ownership rather than convert it into revenue-producing properties?

Would Retard Development.

If the timber and stone act shall be repealed, there will remain but the homestead act whereby public land may be acquired. Everybody in Oregon knows that heavily timbered land cannot be honestly acquired under that act. It is not possible to reside on and cultivate such land in accordance with the spirit of the homestead laws. As a result a great portion of such counties as Curry, Josephine, Douglas and other Western Oregon counties will continue withdrawn from private entry and the growth and development of those communities severely retarded.

But you will say on the other hand if the timber and stone act be repealed, timber land will pass into the hands of syndicates. That, I doubt not, is largely true, but it taxes shall be equitably assessed against and collected therefrom as is now being done in Tillamook and Clatsop Counties, the timber will soon be devoted to some commercial and industrial enterprise, for the owners will not be content to hold it and pay taxes without some return on their investment.

I have not opposed the repeal of the timber and stone act absolutely, but have opposed its repeal unless some other plan for the disposal of such land should be submitted. I have stated that if ample provision shall be made for the sale of matured timber and for a reasonable share of the proceeds being paid to the counties in which the land is located in lieu of taxes lost to such counties by reason of the retention of the land by the Government. I am contending for a larger percentage for counties. Am I wrong.

Lame Back.

This ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, bind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale at Chas. I. Clough's Drug Store.

A Favorite Remedy for Babies.

Its pleasant taste and prompt cures have made Chamberlain's Cough Remedy a favorite with the mothers of small children. It quickly cures their coughs and colics and prevents any danger of pneumonia or other serious consequences. It not only cures coughs, but when given as soon as the croupy cough appears will prevent the attack. For sale at Chas. I. Clough's Drug Store.

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For Gentlemen's Garments to Order.
Headquarters for Ladies' Tailoring, Dress and Walking Suits, Dress Skirts, Instep Skirts, Cloth and Silk Coats, Ragla's Rain Coats. Exclusively to Measure.
SARCHET, the Tailor, Tillamook.
Come early and secure first choice. Satisfaction guaranteed in all cases.

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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.

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The EASTWOOD NURSERIES,
Gresham, Oregon,
Fruit and Ornamental Trees, Small Fruits, Vines, Fine Assortment of Rose Bushes.
Send us list of trees wanted and prices will be quoted by return mail

This is to certify, that I have this 27th day of December, 1904, inspected and examined the Nursery Stock of Mr. E. P. Smith, of The Eastwood Nurseries, Gresham, Oregon, and so far as I am able to ascertain, have found it in good, marketable condition and clear of any serious insect pest or disease. Their methods of handling and growing stock are first class.
WILBUR K. NEWELL, Commissioner First District.

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