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The Tillamook Headlight.

Fred C. Baker, Publisher.
 The Political Bosses' Candidate.

Prof. Hawley is a tool in the hands of Salem's political bosses. A very humiliating position for a person of the professor's dignity to occupy. But such is the case. The president of Willamette University is, then, the political bosses' candidate for congress. Wait until after the primary and then see what the voters think of Salem's political machine candidate. The day of boss rule in politics is a thing of the past, but it is not surprising that Salem should still cling close to the political machine methods. Prof. Hawley ought to have known better to have tied himself up with the political bosses, for he is too good a man to be mixed up in all the dirty work his backers are resorting to to defeat Walter L. Tooze. Here is what the Silvertonian-Appeal has to say on this point:

"Salem is evidently trying to follow the old and long established rule of claiming all state and county officers, and it is not so very much surprising after all that a few of the old machine gang have centered their ambition upon the unfortunate professor. It is a pity that they will use a good man—innocent of the motive—to fight their old battles. When the correspondent in Salem cities about twenty-one of the old line leaders in the party, he has expressed practically all of Hawley's support in that city. There are hundreds of young republicans in Salem, who are interested in Mr. Tooze's candidacy and who are working hard for him in this campaign. The day has gone by when a few old sore head machine politicians can govern the nomination of candidates, and under the direct primary law the farmers and country districts are the people, and they will improve the opportunity this year to regain that which has been lost through the Salem hog in years past. People of the First Congressional district know enough about Mr. Tooze to appreciate him. He is the kind of a representative they want in Congress. He stands for the interests of the common people, and here is where he is receiving his support, in Marion county, Curry county, Coos county, Clackamas county and in fact the entire southern portion of the state, besides receiving a good vote from Yamhill and Washington, the home of Mr. Huston, ex-democratic candidate."

TOLL ROAD PROBLEM.

County Court Advertises for Bids For a Part of County Road to be Made a Toll Road.
 The county court will settle the problem of the toll roads in Washington county, March 7. The court has advertised for bids for the leasing of "a part of a county road for the purpose of making it a toll road" and which runs from the southwest corner of the O. Parsons donation land claim, above Gales Creek, to the Tillamook county line. That section of road was four years ago a part of the Wilson River toll road and John McNamer, who has been running a stage line from Forest Grove to Tillamook, has applied for a renewal of the lease. The bids will be opened March 7, and must state the amount of toll to be charged. The court, naturally, reserves the right to reject any and all bids. A remonstrance will be filed before the court, for petitions are being liberally signed in Forest Grove and Gales Creek asking that highway be not leased for a toll road. James Reeber and other settlers along the Wilson River have taken the initiative in the fight for free roads. They declare that the road is not kept in a fit condition for travel; that in the winter time it is necessary for them to cut their way out on account of the trees falling across the road; that they have been required to pay toll and that the system as a whole is a "graft." In Tillamook county there is a strong sentiment against toll roads. The movement for free roads is agitated by the editor of the Headlight and the issue may figure in the coming election in that county. Editorially, the Tillamook newspaper says:

"If you are an aspirant for public office do you favor a 'bottle up' county with toll gates or free public highways? This is no time to straddle the fence on this question. Aspirants for public favor, especially the county judge and commissioners, must let the voters know where they stand and make good their promises. Whatever stand political candidates may take on the issue of a 'bottled up Tillamook' it is to be fought in the courts, so say the advocates of free public

highways. It is not a fight against one man or one corporation but one of principles. That the Forest Grove people who go every summer to the banks of the Wilson for recreation are opposed to pay toll is a fact proven by the list of names that appear on the petition circulated here. The action of the court will be awaited with interest.—Washington County News.

RAILROAD ALONG THE OREGON COAST.

Company Has Capital of \$300,000,000.—Take in Harbors from Tillamook.
 (Eugene Register.)

The Register was authorized yesterday to announce that the Oregon Coast & Eastern Railroad company that has been looking over the Willamette valley for the past year has secured ample financial backing and will immediately begin the construction of a railroad from Portland to Tillamook, and thence southward to Coos Bay and then to Humboldt bay in California, touching the intermediate harbors along the coast, including Yaquina, Siuslaw, Umpqua and Aleso.

The part that interests Eugene the most is the fact that a line will also be run from the coast through Eugene across the mountains to Ogdon where connections will be made with several transcontinental lines.

Headquarters in Eugene.
 The headquarters of the company will be in Eugene and a large carshop will be erected here.

Backing the Company.
 The company has been financed by a syndicate composed of Baker & Crabtree of St. Louis, J. L. Geatsinger of Brooklyn, ex-president of the Brooklyn Rapid Transit company, Senator William H. Lynn, of New York, and his associates and representing \$300,000,000.

F. M. Rice, an experienced engineer from New York, has been secured by the syndicate to have charge of the work of construction. Mr. Rice has been over all the country through which the proposed line is to run, and spent several weeks last summer in Eugene looking over the surrounding territory.

Construction to Begin at Once.
 Construction work is to be commenced as soon as material can be gotten on the ground and the work will be pushed as fast as engineers and money can do it. The road will tap a section of the state heretofore untouched by railroads, counties that have long been bottled up, and kept from the commerce of the world. Some of these sections, especially the Tillamook country are already large producers of articles of general commerce.

The present system has been formed from Willamette Valley Electric Railway company which was headed by W. J. Wisley, of New York. Two years ago he secured franchises in Lane county, and also located a water right on the McKenzie river in the neighborhood of Gate Creek.

The company has been very secretive, and there has been considerable speculation as to the plans of the company. None of the company's plans have been given out until they were given to the Register yesterday, although there has been published much alleged information as to the plans of the company. The office of the company in Eugene has been in charge of J. M. Eddy, and since last April M. S. Taft and F. M. Schoonmaker both of New York have been connected with the Eugene office.

The Register's story is authentic and exclusive, coming from F. M. Schoonmaker, secretary of the company, who verified it by long distance telephone from Portland.

The total mileage of the Oregon Coast & Eastern as at present outlined, is set at 1200 miles, but with the feebers and extensions which will later show up as necessities, the mileage will be greatly increased. The new road will put Eugene in direct communication with two or three transcontinental lines, and what this means to Lane county, we leave our readers to estimate.

How the Promoters Figure.
 Considering the financial standing of the enterprise and the men who are interested in it, the great race and scramble for being first in the great Northwest and possibilities for immediate traffic, we may assure ourselves that there is no buncombe connected with the Oregon Coast & Eastern. The plans include invasion of tidewater facilities, capture of rich timber traffic, traversing the interior irrigated districts and range, besides joining in the immense agricultural product traffic of the Willamette Valley and coast counties.

A Habit to Be Encouraged.
 The mother who has acquired the habit of keeping on hand a bottle of Chamberlain's Cough Remedy, saves herself a great amount of uneasiness and anxiety. Coughs, colds and croup, to which children are susceptible and quickly cured by its use. If counteracts any tendency of a cold to result in pneumonia, and if given as soon as the first symptoms of croup appear, it will prevent the attack. This remedy contains nothing injurious and mothers give it to little ones with a feeling of perfect security. Sold at Chas. I. Clough's Drug Store.

ANOTHER TRUNK LINE.

The Second Railway From Portland South is Projected.

SAN FRANCISCO, Feb. 7.—E. H. Harriman, A. W. Foster and E. P. Ripley, of the Santa Fe Railroad, have, it is said, agreed upon a general plan for railroad extension into the Northern territory.

A new company is being organized, according to report, which is to do three things:

First, to take over Ripley's San Francisco & Northwestern lines, with its valuable Eureka terminals.

Second, to take over Harriman and Foster's California & Northwestern line between Willits and Tiburon and this city, and probably the North Shore or Sausalito road.

Third, to build the 100-mile gap north of Willits to the southern end of Ripley's San Francisco & Northwestern road, 31 miles south of Eureka.

New Line to Portland.
 The proposed new company will then, it is said, form the basis of a Northwestern California system, which besides giving Eureka a rail outlet with the rest of the state will eventually go up along the coast into Oregon, and finally reach Portland, with San Francisco as their great central point.

The immediate object of Messrs. Harriman, Foster and Ripley in wanting a joint rail line to Eureka, it is said, is to tap the great redwood forest district in Humboldt County and build up a big lumber traffic with the East.

The Telegram's Forecast.
 Forecasts made in The Telegram in November are about to be borne out. The railroad situation in California as regards the northern territory, over which the heads of the Santa Fe and Harriman systems have been at war for the past few months, has been cleared by a joint agreement to build into Oregon after first affording Eureka a rail outlet to San Francisco.

The report placed in circulation that the Portland & Oregon Seacoast and the Oregon Coast Railway Company were about to invade the Oregon coast field has probably hastened the preparations of the two big systems concerned in the trade of the territory. It has been known that the two interests were fully aware of the resources of Western Oregon for some time. The Santa Fe had a force of surveyors in the field for eight months last year, and it is estimated fully \$50,000 was spent in gathering statistics covering the amount of standing timber, grades, curvatures, elevations and data for which only a large road would have use.

Surveyors Worked Months.
 After a portion of the survey had been completed it was found that an easier route was accessible, and about two months was required to run the new lines. In December the force put in an appearance in Humboldt County and the work was finished there, when a report was made to the Santa Fe headquarters, which is thought to have brought about the determination of the magnates to head into Beaver State.

With the Pacific Railway & Navigation Company building rapidly westward from Hillsboro to Tillamook and Nehalem, to later strike for Astoria along the Lewis and Clark River and join the Northern Pacific at Seapoose, then to bring the terminal from Hillsboro to Portland, the northern end of the Oregon coast will be given a system that will prove equal to all needs for years. Further south the Southern Pacific is making rapid preparations to reach Coos Bay from Drain, and within another year the Oregon Western, as the proposed road is called, is expected to be in operation.

Great Future for Coast.
 These two lines, together with a north and south line from San Francisco to Portland, will give ample transportation facilities to the vast dairying, lumbering and agricultural industries with out support from the several mythical lines planned.

Optimists see a great future for the Coast country. It is pointed out that the coming of the railroads in a region that is practically undeveloped will result in deepening of the Coast harbors and outside ports, which may never become leading exporting points so far as foreign trade is concerned, but in the coastwise business will figure prominently.

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.

Common Colds are the Cause of Many Serious Diseases.
 Physicians who have gained a national reputation as analysts of the cause of various diseases, claim that if catching cold could be avoided a long list of dangerous ailments would never be heard of. Every one knows that pneumonia and consumption originate from a cold, and chronic catarrh, bronchitis, and all throat and lung trouble are aggravated and rendered more serious by each fresh attack. Do not risk your life or take chances when you have a cold. Chamberlain's Cough Remedy will cure it before these diseases develop. This remedy contains no opium, morphine or other harmful drug and has thirty years of reputation back of it, gained by its cures under every condition. For sale at Chas. I. Clough's Drug Store.

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