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(STRICTLY IN ADVANCE.)	
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Three months.....	.50

The Tillamook Headlight.
Fred C. Baker, Publisher.

RAILWAY WORK GOES ON
LYTLE ROAD TO TILLAMOOK
BEING RUSHED.

May Be Finished by Early Spring
Development at Bayocean
in Fall Sway.

Announcement is made by the officials of the Pacific Railway & Navigation Company that the road to Tillamook will be completed early next summer. The statement is made that it is possible that the road will be completed as early as May, although it may not be ready for operation until July. A force of 1000 men is now at work between milepost 10, east of Tillamook and milepost 27, west of Hillsboro. Orders were placed for nearly \$400,000 worth of equipment which it is believed will suffice in handling all the tonnage development during 1910. The equipment is for three full passenger trains besides freight equipment.

H. L. Chapin, vice-president and chief engineer of the company developing Bayocean at Tillamook Bay, has returned to Portland after four months on the ground and he is especially pleased over the traffic developments.

"Our dredge was moved Monday to the bay beach in front of the amusement park, north of the central pier, and will at once begin raising the level of the park by covering the ground with sand taken from the bay beach and delivered through the pipe line," said Mr. Chapin on his arrival. "We will increase the elevation of the entire park with the exception of the four lakes, around which many of the recreation features will be constructed, and which will add materially to the appearance of the park. Our dredge has moved as high as 200 cubic yards of sand an hour and should work as rapidly at the park. We have a good force of men at work, and construction for the whole winter has been laid out for steady progress.

"A half mile of the boulevard, which runs along the entire bay side of the resort, has been filled in by the dredge, and as soon as the rock crushing plant is in readiness we will begin the distribution of rock for the pavement of the boulevard and the streets around the hotel site which have already been graded. We have a narrow gauge rail road, including an engine and 37 cars, now on the ground for this purpose, and an excellent quality of rock for street work.

"The streets in the southern part of the resort are being cleared, the trees removed in this way being utilized as fuel for the dredge and the donkey engines."

The dredge mentioned is a combination suction and clam shell dredge, and aside from the Government's equipment is the first dredge of its size to be operated on Tillamook Bay—Oregonian.

Our Next New Railroad.

Competition of the North Bank Rail road, the fierce rivalry between the Hill and the Harriman forces for vantage in the Central Oregon field, and the steady increase of electric line mileage in the territory adjacent to Portland, may have caused us temporarily to lose sight of a highly important trade field that will be opened up next year. The road to Tillamook, for which Portland has been working for years, will be an accomplished fact next year, and, in anticipation of its early completion, a large number of settlers are rushing into the country. The possibilities for trade in this new field, as yet scarcely touched, can be partly understood when it is stated that the value of the cheese output alone from the fifty-two factories in the county will this year exceed \$500,000, while other dairy products, fruit and fish will add as much more to the wealth of the county.

For permanent value, the dairying and agricultural industries are proportionally the most valuable assets of Tillamook County, but the traffic that will pour millions into Tillamook and the other coast regions to be tapped by the new road is that which will follow exploitation of the timber resources of the county. Tillamook County alone has 30,000,000,000 feet of merchantable timber. While this is being marketed employment will be given thousands of men who will there make homes and in time transform the wilderness into a garden. The Tillamook region is an ideal dairy country, but it has been demonstrated also that fruit, vegetables and other farm products will reach a high

degree of excellence. The showing that has been made by the county, hampered as it has been by lack of transportation facilities, assures a wonderful development as soon as the railroad shall be completed next year.

With this big project well on toward completion, it is full time for a move to be made on that other region of undeveloped richness—Coos Bay. Portland can get along very well without any more transcontinental railroad lines at present, but every one of these feeders like the line to Tillamook or the proposed Central Oregon lines, will add thousands to the population of this city and more thousands to that of the rich territory which surrounds us—Oregonian.

COUNTY IS OVERRULED
In City's Suit to Recover the
Back Road Taxes.

Judge Earl C. Bronaugh has overruled the demurrer to the second amended complaint, in which the city is suing the county for road taxes collected within the corporate limits from the year 1903 to 1909, the county having paid the city part of the road tax. The case was tried at the last term of the circuit court, and Judge Galloway's decision was that the city, having accepted part of the road tax could not obtain the balance, whereupon the city filed an amended complaint, to which the county demurred, and which is now overruled.

The judge, in overruling the demurrer, says to plaintiff's second amended complaint, filed in this cause, the defendant interposes a general demurrer, upon the ground that the said second amended complaint does not state the facts sufficient to constitute a cause of suit, and upon stipulation of counsel for representative parties, the matter was submitted for decision and ruling on the demurrer upon briefs of the respective counsel.

It appears from certain points raised in the briefs that the briefs were prepared upon demurrer to one of the preceding complaints as certain points are raised which are not pertinent to the questions raised by the demurrer to the second amended complaint.

It is alleged in this complaint that during a term of years, from 1903 to 1909, the defendant collected road taxes upon property and from persons within the city limits of Tillamook City, and that by virtue of the provisions of the charter of Tillamook City the city of Tillamook had the sole right to collect road taxes upon property and from persons within the city limits, and that such property and persons were exempt from the same taxes to Tillamook County.

It is alleged that during said term of years said Tillamook County collected large sums of money as such road taxes, and that no part thereof has been paid to Tillamook City by the county.

It is conceded by the defendant that Tillamook City was authorized to collect and expend 1½ mills road tax, but it appears from the complaint that the road tax levied by the county on such property has greatly exceeded this, ranging from 7 6-10 to 10 mills per annum.

In my judgment it matters not, for the purposes of this demurrer, to what proportion of said road tax said Tillamook City is entitled. If Tillamook County has collected any tax to any proportion of which Tillamook City is entitled, or any proportion of which said city might have levied and collected for itself, then, under the rulings of the supreme court of this State, the city has a right to recover the same from the county.

It appeared from the allegations in the original complaint and the first amended complaint that the county had during the years mentioned paid over a considerable amount of road taxes to the city, but in the second amended complaint it is alleged that no part of said taxes have been paid to Tillamook City. Therefore, it appears from the face of the complaint that the county is in possession of road taxes, some proportion of which at least should go to the city.

It is urged in support of the demurrer that the facts alleged are not such as to warrant an accounting, but it appears to me that the matters cover such a period of time and are of such a nature and of such complexity as not to be submitted to a jury.

Forced Into Exile.

Wm. Upchurch, of Glen Oak, Okla., was an exile from home. Mountain air, he thought, would cure a frightful lung-racking cough that had defied all remedies for two years. After six months he returned, death dogging his steps. "Then I began to use Dr. King's New Discovery," he writes, "and after taking six bottles I am as well as ever." It saves thousands yearly from desperate lung diseases. Infallible for Cough and Colds, it dispels Hoarseness and Sore Throat, Cures Grip, Bronchitis, Hemorrhages, Asthma, Croup, Whooping Cough, 50c. and \$1.00, trial bottle free, guaranteed by Chas. I. Clough.

Mrs. Louie Hite, 428 Outlen St., Danville, Ill., writes, October 1st: "Foley's Kidney Pills started me on the road to health. I was treated by four doctors and took other kidney remedies but grew worse, and was unable to do my housework, and the doctor told me I only could live from two to six months. I am now so much better that I do all of my own work, and I shall be very glad to tell any one afflicted with kidney or bladder trouble the good results I received from taking Foley's Kidney Pills." Commence today and be well. Do not risk having Bright's Disease or Diabetes.—Chas. I. Clough.

Important To Road Districts.

The new law gives rulings for holding district road meetings, and voting special road levies, for the special improvement of county roads by district taxation. It reads as follows: The taxpayers of any road district in any county of this state may vote an additional tax for road purposes, providing at least ten per cent of the taxpayers of said district shall give notice by posting notices in three public places in said road district, and one in the court house and publish one notice three weeks in one weekly news paper of general circulation, signed by at least ten per cent of the taxpayers of said road district, giving the time, place and object of said meeting, which meeting shall be held in the month of December, and at the time of said meeting it shall be organized by the election of a chairman and secretary, and at such meeting they may be a majority vote of such taxpayers, levy such additional tax as they may deem advisable to improve the roads of said district, and if a tax be levied it shall be the duty of said chairman and secretary to certify to the county clerk of such county, prior to January 1st, the levy so made by the taxpayers of said district, and the county clerk shall compute and extend said levy on the assessment roll for that year the same as other taxes are extended, and it shall be the duty of the tax collector to proceed to collect said taxes in money the same as any other taxes are collected by him, and shall be credited and kept by the treasurer to the account of the road district making such levy.

Suppression of News.

One of the problems an editor has to meet is the often repeated requests of prominent citizens, sometimes valuable patrons of the paper, that this or that item of news be withheld from publication. This is a problem of special difficulty in the smaller cities and towns. In the larger cities such requests are not so frequently made, and it is easier to follow a general rule on the subject. Speaking of cases of this kind, in which the matters whose suppression is sought constitute legitimate items of news, the Oberlin (O.) Legitimate items of news, the

People come at the newspaper with the time worn warning that "it will do no good to publish these things." Publicity is regarded as being almost if not quite as potent a preventive of lawbreaking as the fear of punishment, and the effect of publicity should be considered before rather than after the commission of offenses. This fear makes the work of the officers of the law easier, and the public should know what is going on in the local courts. Newspapers usually are glad to withhold the publication of news which might prove injurious to the good names of any individual or work harm to his business, but there is a class of people who make a habit of trying to suppress everything with which some of their friends are connected. Many years of experience teaches us that no newspaper ever made any friends or realized any benefits from suppressing the legitimate things the public ought to know.

Two Grinding at the Mill.

TO EDITOR OF TILLAMOOK HEADLIGHT. From the time Cain and Able met to worship, down through the ages of time, there has been two grinding at the mill.

God promised to Abraham that in his seed should all the world be blessed, but he had seed by the bond woman as well as by his wife.

Competition is life and the Glory of God. How He can justify one man by works and another by grace is beyond reason, yet no man ever had a balance due him by works nor is there any man beyond the limits of grace.

Almost every man is interested in the affairs of the government, but the majority of men have lost their interest in the church, yet the church has more to do with our privileges than the government.

Works and mercy are the two sides of the question, there are no other terms on which it is possible for us to make peace with God.

In a race we all run, to run alone has no sensation of a race.

To challenge a cripple would show cowardice unless we are crippled ourselves. There must be some degree of equality to compete.

Men are about evenly divided on the question of works and grace. Men love competition, a man fight, a dog fight, a horse race or game of cards or billiards, anything where competition is keen. Works and grace furnish the greatest diversity of opinion, and is of the greatest importance, for they doom man's eternity.

If there was a general meeting place where works and mercy were contrasted, or where men who believe in works present their side, and those who believe in grace the other, the average man would naturally side with one or the other.

It is just as necessary to hear both sides of the question as to have two lawyers in a court. If there were but one lawyer it would be one-sided and disinteresting.

Churches are formally dedicated to the worship of God without distinction of works or mercy, the choice of which belongs to the individual.

The Jewish people were blind to the grace and mercy of God, hence they chose works, and there is no reason why men of this day should not be stricken with the same blindness.

J. C. Gove.

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