

BILLS ALLOWED BY COURT.

Road District No. 1.	
Rudolph Zweibel	\$ 14.11
U. S. Steel Products Co.	20.80
Tohl & Anderson	11.72
Anderson Bros.	65.42
A. S. Boyakin	1.25
B. Bantzner	5.00
Tom Berry	15.00
Frank Crane	15.00
Malvis Johnson	17.50
Geo. Wood	1.25
John Paquet	5.00
C. W. Ross	9.37
R. E. Myers	1.25
J. G. Jostmann	5.00
F. L. Sappington	1.25
W. F. Cain	84.00
Chas Haybarker et al	45.75
Leslie Barber	35.00
Chas. Robitsch	1.25
F. J. Darcy	52.50
Jack Leslie	67.50
Sam Thompson	5.00
Emil Ross	14.36
Emil Larson	29.25
H. Tubbening	14.27
Felix Kebbe	13.75
Geo. Kight	36.25
John Hicks	10.62
J. Kamm	6.87
C. E. Allen	57.25
Herman Klugg	12.50
Dick Myers	34.50
Frank Barnes	4.37
B. Tomlinson	16.75
E. Tomlinson	10.00
G. K. Vermelyea	15.62
J. M. Vermelyea	12.18
C. Frost	27.00
A. T. Dolan	127.37
E. B. Gresham	11.00
The Hoyt Mfg. Co.	126.13
Erwin Harrison	2.62
F. P. Hobson	22.50
The Hoyt Mfg. Co.	3372.50
Jas. Hicks	19.98
Johnson & Hingsworth	5.35
A. D. Moody	134.50
Nehalem Times	1.00
R. L. Shreve	42.50
C. A. Dunn	43.74
E. I. Parish	18.01
W. E. Anderson	19.10
A. H. Gulstrom	3.75
Total	\$5,007.29
District No. 2.	
Ray Hammond	3.75
Lando Darby	5.00
A. L. Darby	15.00
Guy Vaughn	19.50
A. J. Nails	10.00
N. J. Dye	22.50
Wm. Hare	8.75
Q. Pangborn	12.50
H. Wilkes	5.00
Frank Oliver	10.87
T. Haugen	10.00
J. S. Graham	2.50
L. C. Wilkes	31.89
R. A. Shreve	6.00
Chas Thurman	9.50
Star Garage	5.00
W. D. Wood	14.00
Tillamook Water Co.	6.00
Tillamook Water Co.	29.43
Tillamook Iron Works	17.25
Frank Dye	44.00
Peder Erickson	9.60
Hiner & Reed	12.10
King-Crenshaw Hdw. Co.	1.95
Alex McNair & Co.	22.14
Plasker Bros	11.15
Chas Moore	10.00
C. Proctor	10.00
Alvin Blum	6.00
Frank Blaser	5.00
C. A. Dunn	24.38
E. I. Parish	11.25
W. E. Anderson	4.12
Total	\$1,030.51
Road District No. 3.	
R. E. Wilson Co.	6.80
J. M. Baker	48.00
J. E. Cochran	30.75
Joe Jenck	37.40
Robt. Lockwood	42.40
E. J. Hunter	22.50
Jim Beggs	20.00
P. Jenck	1.25
Fred Brody	22.50
John Imlah	30.00
Tony Jenck	2.50
E. A. Cochran	13.75
Cliff Mattoon	10.00
J. R. Lowrance	2.50
J. E. Cochran	25.62
Ulyssa Edwards	12.50
R. A. Searcy	3.75
Harold Brant	2.50
U. S. Edwards	18.50
Albert Clark	13.75
Jas Imlah	6.25
John Sailing	31.00
Roy Braden	10.00
Ralph Welsh	12.50
C. M. Gilmore	1.80
Fred Hollett	5.62
G. W. Bohna	5.00
Harry Beckworth	13.75
Oliver Beckworth	8.75
Louis Myers	10.63
Bordon	5.00
Clarence Dunn	7.50
Chas Larson	7.50
W. H. Kandle	22.50
Harry Beckwith	2.50
G. G. Irish	16.25
Henry Gould	6.88
Beaver Lbr. Co.	7.00
Cloverdale Merc. Co.	6.45
Edward F. Carter	131.23
A. C. Deuel	25.00
W. D. Gilbert & Sons	11.00
J. L. Holgate	11.00
Jas Imlah	67.50
A. A. Imlah	63.50
D. L. Jones	27.50
Jenck Bros	4.30
King-Crenshaw Hdw. Co.	262.29
Chas. Lundquist	7.25
C. B. Measor	25.50
R. O. Richards	3.00
R. L. Shreve	8.13
C. A. Dunn	70.63
E. I. Parish	31.99
W. E. Anderson	26.13
H. Gulstrom	22.38
H. Goldsmith	8.47
Bob McClay	2.50
Ralph Welsh	5.00
Forrest Ayer	28.65
Herman Farmer	30.35
J. M. Baker	7.75
E. R. Measor	14.37
Ed. Kostic	12.50
W. H. Doering	7.50
D. L. Jones	1.25
R. A. Jones	1.25
Total	\$2,218.80
Sour Grass Road.	
J. W. Bodyfelt	1.00
General Fund.	
E. Schollmyer	2.00
A. Saling	25.00
B. Swartz	100.00

E. W. Stanley	3.10
J. S. Stephens	5.00
Geo. I. Smith	1.90
Swabb & Foland	4.34
O. G. Swensen	111.72
R. L. Shreve	20.29
S. F. Stone	14.13
Tillamook Herald	18.00
Tillamook Drug Store	1.60
P. W. Todd	164.10
County Fair Board	13.00
Tillamook Feed Co.	5.20
Frank Taylor	18.00
Frank Taylor	3.80
P. W. Todd	7.18
Tillamook Headlight	12.50
Mutual Telephone Co.	6.10
Widow's Pensions	230.00
Elmer L. Webb	110.28
Mary L. White	50.00
A. Vetsch	25.00
R. F. Zachman	5.00
Ackley & Murphy	9.20
Assessor's office	250.00
Anderson Bros	65.42
Bushong & Long	12.50
A. W. Bunn	3.00
F. L. Braden	12.50
P. W. Barrett	14.50
D. S. Boyakin	11.70
B. L. Beals	83.43
J. C. Bewley	4.00
W. W. Conder	50.00
Coast Power Co.	36.16
Crystal Laundry Co.	2.20
L. J. Claussen	21.96
W. L. Campbell	133.33
Clerk's Office	273.34
A. F. Coats Lbr. Co.	49.56
City Transfer Co.	5.52
J. T. Davis	12.50
C. O. & C. M. Dawson	8.90
C. A. Dunn	.55
T. E. Epplert	9.00
T. E. Epplert	55.00
W. E. Finzer	9.75
Glass & Prudhomme Co.	15.19
Glass & Prudhomme Co.	8.38
C. L. Hawley Tres.	750.00
Mrs. F. P. Hobson	30.00
Harris Ammer Furn. Co.	2.50
Erwin Harrison	1.65
Frank Heyd Co.	11.60
A. M. Hare	102.65
Dr. W. C. Hawk	27.00
L. S. Hushbeck	25.00
Irwin Hodson Co.	4.40
Irwin Hodson Co.	4.50
Jas Imlah	14.50
W. E. Erwin	47.05
G. A. Jones Realty Co.	7.21
J. F. Jones	18.00
Jurors Circuit Court	162.12
Thos: B. Kay	4.40
King-Crenshaw Hdw. Co.	28.00
Mrs. Marie Kamm	27.50
Mrs. Mason & Co.	5.00
H. Mason & Co.	5.90
C. A. McDonald	12.50
F. L. Owens	52.55
Geo. W. Phelps	6.50
T. C. Percy	.60
J. D. Pearson	12.50
Pac. Tel. & Tel. Co.	25.05
H. L. Provoost	10.00
Royal Sweeping Comp. Co.	1.25
S. G. Reed	86.00
R. L. Shreve	56.25
C. A. Dunn	5.62
E. I. Parish	6.37
W. E. Anderson	9.75
A. H. Gulstrom	1.87
L. J. Harrison	7.50
Fred Gould	6.25
A. J. Zimmerman	2.50

velopment is now about nine years old. One Congress after another has passed out of existence without providing a remedy. We have listened to the propoganda of self-styled and self appointed conservators of the public interest who assume infallibility and whose watchword is "holier than thou," but whose only clear and unmistakable desire is to keep their names and their activities constantly before the public. In this urgent need for wise and manful action we have been unable to rise above the trivialities of those who would tear down that which they have not the ability to construct.

Somehow the two houses of this Congress managed to advance as far as the appointment of a conference committee on the navigable stream bill. I will not attempt to determine where the blame lies for failure of that conference. The appalling and the shameful fact is that we have failed—failed in a matter which as efficient public servants and conscientious men we ought to have been successful. The water power of the country will continue to waste down into the sea. 83.43 Our industrial capital and our creative men will continue to go, as they have in the past few years, to other countries, where ability and enterprise are appreciated and where the creation of something big, broad, purposeful, and useful is not considered a reprehensible act.

I trust that the Sixty-fifth Congress will give its serious attention to this water-power question and that it will have the ability and courage to settle it properly.

TO BUILD NEW RAIL LINE TO TILLAMOOK

Road Will Shorten Distance and Tap Wonderfully Rich Timber Resources

With the organization of the Gales Creek & Wilson River Railroad company by Portland capitalists, plans were disclosed today for immediate construction of a standard railway from Wilkesboro the westerly terminus of the United Railways, 27 miles from Portland and also from Forest Grove, the same distance from Portland, to navigable tidewater on Tillamook bay, a distance of 50 miles, giving the shortest rail connection between this city and Tillamook. According to a statement made by John Pearson manager of the Western Timber company who is president and treasurer of the new railroad company, location surveys with estimates of construction cost have been completed, bids for the work have been submitted by railway contractors and contracts will be awarded in a few days. Financing of the undertaking has also been concluded, although the capitalization is put at the nominal sum of \$100,000.

Associated in the organization of the new company are O. M. Clark, president of the Portland Chamber of Commerce; Ralph E. Williams, E. Z. Ferguson and Jesse Sterns, all prominent in timber investments, Williams is vice president and Stearns secretary of the company.

It is said to be impossible to transport timbers 150 feet in length on any railroads other than main lines and the new road will be built with a view to overcome this objection to ordinary logging or branch line railways. There is a large and growing demand for long sticks for shipbuilding at Portland and on tidewater and to supply it the road has been located by Chief Engineer H. D. Haley to accommodate such traffic.

"There is 15,000,000,000 feet of the best virgin timber on the Pacific Coast tributary to the projected railway," said President Pearson this morning. "That alone will furnish traffic for many years. When the timber is cut thousands of acres of high quality agriculture land will be ready for tilling."

It is understood that negotiations are under way for the new company to either acquire by ownership or lease the United Railways line from Linnton to Wilkesboro a unit of the Spokane, Portland & Seattle railway system, or trackage rights over it. Failing in either of these plans and in an alternative to obtain trackage rights over the Southern Pacific between Portland and Forest Grove an independent line into Portland will be built.

The Gales Creek & Wilson River Railroad company's project has no connection with the plans of the Oregon Lumber company controlled by the Eccles interests, of Utah, to develop the timber resources of the Nehalem district which a few months ago passed into the hands of the Utah corporation at a consideration of approximately \$4,000,000. At the Portland office of the Oregon Lumber company it was stated that the check crusing of the tracts bought from the Dubois interests had just commenced and that plans for tapping the timber lands with transportation lines would be announced in due course. Unfavorable weather had delayed the beginning of the crusing, it was said by Raymond H. Early, the assistant manager.—Telegram.

Failure to Enact Water-Power Legislation.

Representative C. N. McArthur, who uses good horse sense when discussing matters of interest, had this to say in congress about the failure to enact water power legislation:

"In the closing hours of this congress I think it fitting to observe that however well satisfied any of us may feel over this or that legislative accomplishment, we are obliged to confess that our performance with respect to water power is something for which we can afford no adequate excuse either to the country or to ourselves. While we have spent days upon days of time wrangling over trivial matters, we have made an absolute failure in one matter that is clearly fundamental to the mobilization of our industries, to the functioning of our overburdened transportation system, to the production of our food supply and to the defense of our country.

We have failed to make it possible for capable and honorable men to develop our wasting water powers, notwithstanding the fact that hundreds of millions of dollars are available for such development, but will not, by reason of world-wide reconstruction demands, be available in the near future. It has been of no consequence to the majority of us that millions of water horse power are now actively demanded in the promotion of our national prosperity. We have been in different to the fact that great railroad lines are awaiting the passage of legislation that would make it possible to use electricity as a motive power and thereby increase the efficiency and comfort of the service while decreasing its cost and incidentally preventing the present enormous consumption of exhaustible fuel. It has made no difference to us that great industries which we need and demand in this world wide crisis must seek other countries, because we would not enact honest and practical water-power legislation. We scramble and tumble over each other in our zeal to enact legislation in the farmers' interest yet in our wisdom we have thought it better to have our farmers either produce half a crop or else pay tribute to the great nitrogen water powers to be developed and thereby create home production of nitrogen for fertilizer purposes. Truly, it will be surprising if some of the water-power obstructionists on the floor of the House do not have their names engraved upon a monument erected by the grateful people of the Republic of Chile in recognition of their zeal in levying tribute on the American farmer for the benefit of the Chilean nitrate industry.

The embargo on water power de-

A SAFE TEST.

For those who are in need of a remedy for kidney troubles and backache, it is a good plan to try Doan's Kidney Pills. They are strongly recommended by McMinville people.

Arthur Branson, 339 B Street, No. McMinville, Ore., says: "About six or eight years ago, I had rheumatic pains in my back and legs so bad that I wasn't able to do my work. At times, it was all I could do to get around. Sharp, shooting pains caught me in the small of my back and for a minute I could hardly move. When I got down to do anything it was all I could do to straighten up as my back felt so weak and stiff. After I had taken six or eight boxes of Doan's Kidney Pills I was cured. Since then I haven't had any rheumatic pains and my kidneys have been as strong as ever."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Branson had. Foster-Milburn Co. Props., Buffalo, N. Y.

Harris-Ammer Furniture Co.

SPECIAL FOR SATURDAY

Matting, Regular 35 to 50cts.

Special, SATURDAY, 30cts.

LACE CURTAINS,

All Lace Curtains 1-3 off Regular Price.

IRONBEDS

Continuous Post Iron Beds.

White and Bronze from

\$3.50 to \$13.00



Harris-Ammer Furniture Co.

Clough's CREO-SEPTIC

The Best Antiseptic Healing Germicide.

Creo-Septic is completely soluble in water. Two tablespoonfuls to each gallon of water is the average strength to be used. Being of a soapy nature it proves very effective for washing the animals and stable utensils, and if used in general improves stable conditions.

\$2.00 a Gallon.

CHAS. I. CLOUGH,

Reliable Druggist, Tillamook, Ore.

FREE! FREE!! FREE!!!

With every Pound Can of Royal Club Coffee, one can of Pepper Mustard or Ginger FREE.

See our window display.

RAY & CO.

DR. ELMER ALLEN,

DR. GEORGE J. PETERSON.

Dentists.

National Building.

Tillamook, Oregon.

Costs Little More to go East VIA CALIFORNIA

Before selecting the route for your next trip East consider these three important things:

SERVICE

Steel cars, though standard or tourist sleeping cars, unexcelled dining cars.

SAFETY

Rock ballast, automatic block signals, heavy steel rails, consistent speed.

SCENERY

Known throughout the country as "The Road of a Thousand Wonders."

LIBERAL STOP-OVERS

Our Agents are well informed. Ask them regarding train schedules, or write

JOHN M. SCOTT, General Passenger Agent, Portland.

SOUTHERN PACIFIC LINES

Have Your House Wiring Done Coast Power

DONE RIGHT at RIGHT PRICE

L. ELAND E. ERWIN,

PIANO INSTRUCTION, Diploma from Chicago Musical College.—Beginners receive the same careful training as the most advanced. Terms:—\$4.00 per month Instruction. All lessons given at Studio. County Representative for the Wiley B. Allen Co.'s line of high grade pianos, player-pianos, Victrolas etc.

DAVID ROBINSON, M.D.,

PHYSICIAN AND SURGEON

NATIONAL BUILDING, TILLAMOOK — OREGON.

H. T. BOTTS

ATTORNEY-AT-LAW.

Complete Set of Abstract Books in Office.

Taxes Paid for Non-Residents. TILLAMOOK BLOCK, Tillamook — Oregon Both Phones.

R. T. BOALS, M.D.,

PHYSICIAN AND SURGEON.

Surgeon S.P. Co. (I. O. O. F. Bldg.) Tillamook — Oregon.

WEBSTER HOLMES,

ATTORNEY-AT-LAW

COMMERCIAL BUILDING, FIRST STREET, TILLAMOOK, — OREGON

T. H. GOYNE,

ATTORNEY-AT-LAW.

Office: OPPOSITE COURT HOUSE, Tillamook — Oregon.

DR. JACK OLSEN,

DENTIST.

(I. O. O. F. Bldg.) Tillamook - Oregon

DR. L. L. HOY,

PHYSICIAN AND SURGEON

TILLAMOOK BLOCK, Tillamook, — Oregon.

JOHN LELAND HENDERSON

ATTORNEY AND COUNSELLOR-AT-LAW. TILLAMOOK BLOCK, Tillamook — Oregon. ROOM NO. 261.

CARL HABERLACH,

ATTORNEY-AT-LAW.

TILLAMOOK BLOCK Tillamook — Oregon

W. C. HAWK,

PHYSICIAN AND SURGEON.

Bay City — Oregon

J. E. REEDY, D.V.M.,

VETERINARY.

Both Phones. Tillamook — Oregon.

H. T. Botts, Pres., Attorney at-Law.

John Leland Henderson, Secretary Treas., Attorney-at-Law and Notary Public.

Tillamook Title and Abstract Co.

Law, Abstracts, Real Estate, Insurance. Both Phones. TILLAMOOK—OREGON.