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WORK BEGINS APRIL

43 Cars of Steel Rails at Drain

The Engineers are now at Work on Tunnel Through From Schofield to Clear Lake

(Editor Sain in Coos Bay Harbor.) A railroad man said here today that work on the road to Coos Bay would begin April 10. What knowledge he may have that leads to this conclusion is not known. It may be only a belief. The rainy season ends about that time. But every appearance indicates that the line will be under early construction.

There is now piled up in the Drain yard 43 cars of 72 pound steel rails and tie plates. This is but a small beginning and will do for the first ten miles of road. It is said that 250 more cars of rails and plates will be unloaded at Drain.

It is thought, however, that the work of laying steel will be carried on from ends and that rails will be taken to Coos Bay by ships for this purpose. There is no authority other than the rumor for this belief. If it is desired to facilitate construction track laying will begin at both ends.

This steel in the Drain yards is all new from the iron works. It is not the heaviest rail that is used on mountain grades, but there are no heavy grades or curves on the line to Coos Bay and a heavier rail is not needed.

It is a fact that the line from Drain to Coos Bay is almost a water grade all the way, and for more than half the distance can be kept at this level.

Drain is less than 300 feet above sea level. Someone said 285. At Scottsburg the blue reaches tide water and by the stage road it is 35 miles. The railroad line is five miles less.

The line all the way follows down Elk creek and the Umpqua and even with Drain at 300 the fall is only ten feet to the mile, or about one-tenth of one per cent. This is less than Hill's North Bank road and about one-half of the per centage of the Southern Pacific line through Nevada.

It is doubtful if the work on the grade can begin by April unless the contract is let by sections. The worst part of the line is yet to be located. This is between the Umpqua and the bay and three or four preliminary surveys have already been made.

It is said that the engineers are now looking at a tunnel site through from Schofield creek to the Clear lake side of the hills. Clear lake itself will be the source of the future water supply of the city of Coos Bay and is 287 feet above the sea. It will be impracticable for the line to climb that elevation.

But Elk lake, which is but a short distance from Clear lake, is only 20 feet above the sea, and it is thought that a 1000 foot tunnel will take the road through from the Umpqua side to the Elk lake level.

If this tunnel is not practicable it is said that the line will go around by the Umpqua light house and follow the ocean wall down to Ten Mile creek. This makes a level road, but the distance is lengthened, and the main objection to this route is the sand which is sure to blow in on the track.

The engineers are now at work on a tunnel through from Schofield. In anticipation that the road will go that route they are already laying out a townsite at Reedport, the point of divergence from the Umpqua, a mile and a half above Gardiner. Reedport is also as far as ocean vessels can get up the Umpqua, about 12 miles from the mouth.

Agent Nier has secured the right of way as far as Elkton and is now working on to Scottsburg.

The first station out from Drain will be six miles in Putnam valley, or Tin Pot valley, as the old timers call it. The Southern Pacific paid Mr. Putnam \$2500 for the station site, a strip of ground 300 feet wide and a half mile in length, which also includes a right of way through his farm. Putnam will be the depot for Hardscrabble and a rich farming country.

In the first part of its course below Drain Elk creek makes a straight shoot and the railroad track will follow close along the bank of the stream.

But in the last 16 miles before emptying into the Umpqua at Elkton the creek makes many turns among the mountains of the coast range. The railroad will cover the distance in about five miles, but to cut out the 11 miles of the creek windings it is necessary to bore two tunnels, one

Do Please Your Hair

Don't have a falling out with your hair. It might leave you! Then what? Better please it by giving it a good hair-food—Ayer's Hair Vigor. The hair stops coming out, becomes soft and smooth, and all the deep, rich color of youth comes back to gray hair. Sold for 60 years. J. C. Ayer & Co., Lowell, Mass.

1020 feet and the other 1060 feet long. Below Elkton the line follows through the broad valley and fertile grain fields of the Umpqua valley until Paradise mountain is reached, about half way to Scottsburg.

Paradise mountain cuts off the beautiful Long Prairie from the Elkton valley. It is four and a half miles around it by the wagon road, with a magnificent view all the way along the river bank. The railroad cuts through with a tunnel 3374 feet in length and goes down Paradise creek to the wagon bridge that spans it.

Half way between Scottsburg and Gardiner the line crosses to the south side of the Umpqua at Campbell's island. The Umpqua itself is a large river. It is as large as the Ohio above Cincinnati. The scenery along the Umpqua is grand. The lower course to Scottsburg is through an arrow-like canyon, and the hills on either side must rise to a height of 500 or 600 feet. These hills were swept by the great fire of 50 years ago. A second growth of young timber covers their sides and in the fall of the year the way up the river is made beautiful with the vine maple.

The line over the Umpqua will add another chapter to the scenic beauty of the West already famous for its "Road of a Thousand Wonders."

The Tariff War Postponed.

Berlin, March 1.—The tariff agreement between Germany and the United States of July 10, 1900, expired to-

day. Although the threatened tariff war between the two countries has been temporarily averted by a mutual agreement, placing the United States on the basis of the "most favored nations," until a reciprocity treaty between the two countries can be negotiated, it is feared that this arrangement merely means the postponement of a fierce struggle between the two countries.

The situation is very peculiar and the friends of an amicable arrangement in this country clearly understand the difficulties and obstacles which threaten to precipitate a tariff war which would be equally disastrous to both countries. If one of the countries were purely an agricultural, the other purely an industrial country, there would be little trouble in arranging a reciprocity treaty between them. As it is, both countries have not only powerful agricultural but also great industrial interests. The only difference is this: While in Germany the industrial interests preponderate and the exports of agricultural products are comparatively small, the reverse condition exists in the United States. The German agriculturists are opposed to the importation of American meats and cereals and want to make the tariff on these imports practically prohibitive. The German manufacturers are by no means opposed to low duties on American agricultural products, so long as they can obtain low duties on their own products exported to the United States. On the other hand, the American farmers are anxious to bring their products to Germany at the lowest possible duty and would be willing to grant the most liberal concessions to the German manufacturers, but that does not suit the American manufacturers, who fear German competition under favorable tariff conditions.

Unfortunately the Agrarians are as powerful in the reichstag as the manufacturing interests are in the American congress, and it is difficult to imagine how the various factions can be reconciled in such a way as to make the amicable settlement of the tariff questions between the two countries possible. The German Agrarians have struck the keynote of their sentiments in the matter by forcing a provisional bill exorbitantly increasing the duties on American cereals through the reichstag. If these increases should become effective, in case no settlement of the reciprocity question should be reached, it would practically put a stop to the importation of American cereals, meat and other agricultural products to Germany.

The following list gives the percentage of the proposed increase over the duties charged under the tariff agreement which terminated today: Wheat, 105 per cent; corn, 210 per cent; rye, 100 per cent; flour, 150 per cent; lard and oleomargarine, each 25 per cent; fresh beef, 200 per cent; prepared beef, 250 per cent; dried apples, 150 per cent; dried prunes, 150 per cent; oranges, 200 per cent; hides, 60 per cent; calf leathers, 125 per cent; shoes, according to quality, 70 to 250 per cent.

Rheumatism

Like Neuralgia, is now known to be a nervous disease. The kidneys become weak through lack of nerve energy, and fail to filter the uric acid from the blood; this acid attacks and burns the nerves and muscles, and consumes the oil in the joints, producing inflammation, fever, swelling—pain.

To cure Rheumatism, then, you must restore the kidney nerves and muscles, and neutralize the effect of the acid upon the joints and tissues with Dr. Miles' Restorative Nerve, a nerve medicine, which has made many cures of this painful disease. Nerve strengthens the kidney nerves and increases the circulation, and relief is assured.

"Before I took Dr. Miles' Nerve, I had been looking for a cure for rheumatism for 25 years. The last time I was laid up for several months, could not get out of bed or set foot on the floor. I tried remedies to rub in, to drink, doctors' prescriptions, etc., but none of them had any effect. One day I read about Dr. Miles' Nerve and got a bottle. After the first dose I had a good night's rest, and after taking half a bottle the pains disappeared, and I went out and walked all around the town. In a week I went to work, and was perfectly cured, but continued to take the medicine for a time, to make sure the pains would not come back."

THOMAS LONG, 213 N. Chatham St., Racine, Wis. Dr. Miles' Nerve is sold by your druggist, who will guarantee that the first bottle will benefit. If it fails, he will refund your money.

Miles Medical Co., Elkhart, Ind.

Colonist Rates

Commencing February 15th, and continuing daily to and including April 7th, and from September 15th until October 31, 1906, colonist tickets will be sold from the East to all points on Oregon lines via Portland. Following rates from Omaha, Neb., \$25; Council Bluffs, Ia., \$25; Kansas City, Mo., \$25; Denver, Colo., \$25; St. Joseph, Mo., \$25; St. Louis, Mo., \$30; Chicago, Ill., \$33. If you desire you can make deposit with agents and tickets will be furnished your friends in the East. A. L. CRAIG, General Passenger Agent.

O. C. T. Co's

Steamers Pomona and Altona leave for Portland Monday, Wednesday and Friday at 10 a. m. Tuesday, Thursday and Saturday at 7 a. m. For Corvallis Tuesday, Thursday and Saturday about 6:30 p. m.

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Dr. Kum makes a specialty of dropsy and female troubles. His remedies cure private diseases when everything else fails. He has hundreds of testimonials, and gives consultation free. Prices for medicines very moderate. Persons in the country can write for blank. Send stamp.

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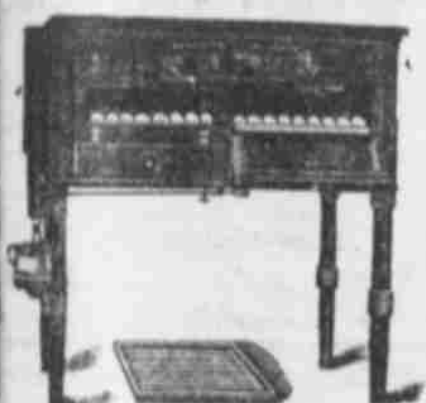
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The heat regulating device alone is the heart of the machine, and this is perfect, for it not only regulates the heat to a fraction of a degree, but by acting on the flame of the lamp, saves all instead of wasting it, as other imperfect devices do.

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We have some farms to rent, chicken houses to sell on installment plan. Also homes and lots. If you have property to sell or rent call and see us. If you want to buy any kind of property or want a loan on real estate or notary work of any kind. If you want help in any way of any kind call and register your wants in our employment agency.

We have 22 acres of fine land south of depot to rent or sell in tracts of 10 or 20 acres, with payments of \$5 or \$10 down and \$5 per month until paid. 6 per cent interest semi-annually.

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My stock of shoes for men reduced to price. No old stock. Close out ladies' shoes. Now's your chance.

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HOFER BROS.

Germany has reciprocity treaties with Belgium, Italy, Austro-Hungary, Russia, Roumania, Switzerland and Serbia, and it would be of great advantage to the United States as well as to Germany should a reciprocity treaty between Germany and the United States be arranged. The more conservative members of the Reichstag thoroughly appreciate the seriousness of the results of a tariff war between the two countries and are anxious to have peace preserved even at a moderate sacrifice. The Agrarians, however, are extremely difficult to deal with and their extreme views are likely to prevent an amicable settlement of the differences, even if the American congress should be inclined to compromise.

Strikes Hidden Rocks.

When your ship of health strikes the hidden rocks of Consumption, Pneumonia, etc., you are lost, if you don't get help from Dr. King's New Discovery for Consumption. J. W. McKinnon, of Talladega Springs, Ala., writes: "I had been ill with pneumonia, under the care of two doctors, but was getting no better when I began to take Dr. King's New Discovery. The first dose gave relief and one bottle cured me." Sure cure for throat bronchitis, coughs and colds. Guaranteed at J. C. Perry's drug store, Price, 50c and \$1.00. Trial bottle free.

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"Yes."

"Yes, he's got there. Now, I want to send him some flowers. What kind would you suggest?"

"Forget-me-nots."



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