TOWNS BOOMING ALONG NEW LINE

Rich Country Tapped by Road Linking Hillsboro to Tillamook Bay.

SETTLEMENT IS ASSURED

Productivity of Soil Attractive Feature of Territory — Intermittent Service Is Established Over 40 Miles of Road.

BY L. A. FERNSWORTH.

TILLAMOOK, Or., July 8.—The first part of the trip to Tillamook over the route of the Pacific Railroad & Navigation line takes one by regular train from Hillsboro as far as Timber, 28 miles, at which point, if fortune attends the traveler, he may be able to make connections with either the camp supply or the construction train operating to the end of track, 10 miles beyond. Leaving Hillsboro, I managed on the first day of my trip, by dint of the transportation afforded by the regular and the work trains, combined with a few miles of walking, to reach the first engineers' camp, at Wolf Creek, near the 40-mile post, and two miles beyond the end of the steel.

Mixed trains operate to Buxton daily, making one round trip, but they go to Timber only three times a week, as yet, the days being Mondays, Wednesdays and Fridays. The trains leave Hillsboro at 9 o'clock, or shortly after, and the run is made in easy stages, because of delay in switching and the unloading of freight. Buxton is reached about 10.30. A stop of an hour or more is made there, and the train usually gets into Timber about 1 o'clock.

Ex-Police Chief Conductor.

Passenger service has been afforded between Hillsboro and Buxton for nearly five years, but it is less than two years ago that regular trains were first sent through to Timber. Mr. D. M. McLauchlan, well known in Portland as chief of police under Mayor Williams, from 1898 to 1903, is the conductor of this train, and he has been in charge of it for the five years that the passenger train has been on the line.

Leaving Hillsboro the road leads southwesterly at an acute angle from the Southern Pacific tracks. At Banks, although 10 miles from Hillsboro, the road is only eight miles from Forest Grove, lying six miles from Hillsboro on the Southern Pacific. The countryside is at first open and well tilled, but it gradually becomes a rolling, more wooded and more rugged, and finally mountainous country. The roadbed is straight and level, for there is practically no grade and but little curvature as far as Buxton.

After leaving Hillsboro, the train speeds through a section of typical Willamette Valley farming land. The hay and the grain and the potato fields, the garden patches, the dusty roads and the pastures filled with sleek-appearing stock, the barns and the prosperous looking farmhouses, all so familiar, greet the eye of the traveler. Now and then a clump of trees bestrides their way and hides the view. After some five or six miles these trees become more dense, and everywhere the freshness of the new becomes more apparent.

Hop Fields Passed.

About six miles out of Hillsboro and till Banks is reached, a broadening vista of partly rolling, partly timbered and partly cultivated land, fringed by the foothills of the Coast Range, is seen. Large hop fields diversify the offerings of the soil. Farther along sparsely wooded slashings or thin columns of green timber line the track at varying distances.

The little town of Roy, a prosperous hamlet that has sprung up since the coming of the railroad, supplanting the comparatively ancient town of Greenville about a mile off, and transferring that town's postoffice to itself, is passed six miles from Hillsboro.

Just before reaching Roy the longest bridge on the Hillsboro division of the railroad is crossed. Its length is 1200 feet. This is "bridge four" and, as the name implies, is preceded by three other bridges. About one mile before reaching Banks the train crosses the roadbed of the United Railways, which seeks to reach Tillamook, also, by way of the Wilson River route. Construction work on this road is being carried on considerably beyond the point where it crosses the Pacific Railroad & Navigation tracks, and a well-graded roadbed can be seen as far as the eye can see, but the track and wires extend only to the place of grading. By means of a wide detour, the United Railway line gradually swings westward, and for some distance parallels the Pacific Railroad & Navigation tracks, with some miles intervening between the lines. At Timber the two roads are only one mile apart.

Banks Progressive Town.

Banks, 10 miles from Hillsboro, is a small railroad town, with signs betokening a prosperity that is rugged, perhaps, but sure. Its main center, including residences as well as business houses, is some distance to the right. A radius of agricultural territory of extent and quality not to be despised, is tributary to Banks, and lends it hopes of a roseate future. It has already numerous thriving business concerns, a Commercial Club, and, what is perhaps the greatest of all progress-promoting institutions in a community, in the Herald, a strong and vigorous newspaper.

Beyond Banks the country becomes even more wooded and rolling, and signs of cultivation grow less in evidence, and by the time the six miles to Buxton have been covered, disappear altogether. The view now is restricted by gradually heightening hills that begin to crowd close on either side, and offer a slowly narrowing passage to the mountains themselves, which are encountered upon leaving Buxton.

Mill Output Big.

A few miles from Banks is Crawford, a small sawmill station, the first on the line, where the McFarland Brothers' mill, close by on the right hand side of the track, converts into lumber some 20,000 feet a day. At the left is a small spur leading some distance into the hills, to where another mill of about the same capacity, the Donald mill, has its site. A considerable quantity of logs is also shipped from this point.

The logging industry, indeed, has already reached large proportions on the new-built road, and every day huge trains of logs are sent to mills at Hillsboro and at Portland. There are four or more big logging camps along the line between Hillsboro and Timber. In addition to these the Pacific Railway & Navigation Company itself has marketed a quantity of logs, secured from the right of way. Besides the camp at Crawford there is a big camp on a spur two miles west of Buxton, near mile post 18, another at the end of a spur one mile east of Timber, at mile post 27, and another at Timber itself, where there is also a large mill. Notwithstanding these logging operations, which have already grown extensively, the stupendous wealth of timber tributary to the Pacific Railroad & Navigation is as yet barely touched.

Buxton Is Old Town.

Buxton, the terminus of daily train service, is found to be a small town with two churches, a few stores, a hotel and a saloon, which wanderingly crown the crest of a small hilltop to the right of the railroad. The principal part can scarcely be seen from the cars, and it is reached by ascending the hill at a steep incline. It is an old town, and was there before the railroad. From Buxton to the steel camp in the Nehalem valley, there is scarcely a straight piece of track. Shortly after leaving Buxton the road makes a wide detour of over a mile around a deep ravine, changing its course after crossing the gulch and paralleling in an opposite direction the roadbed just traversed, which can be seen a few hundred feet across.

The bridges especially surprise by their frequency and great height. The cuts, too, are numerous and high, but they are mostly through dirt, very little rock being encountered thus far. These 12 miles between Buxton and Timber comprise one of the roughest sections of the road, although it has by no means yet reached the heart of the mountains, nor does the scenic beauty, which is of no mean kind, rival that farther on.

Tunnel Cuts Peak.

Two miles from Buxton is the Hare logging camp, already referred to. It is at the end of a spur running into the timber and supplies with logs the Hare mill, at Hillsboro, the capacity of which is 35,000 feet.

Nine miles from Buxton, at mile-post 25, is the first tunnel on the road, and the longest, its length being 1437 feet. At this tunnel the elevation is 1100 feet, marking the second highest point attained on the road. From here on an adverse grade begins, which continues as far as Timber, where the road starts once more to ascend. About one mile from Timber is the third logging camp, of which mention was made. Logs are shipped from this place to Portland. Shortly before arriving at Timber another turning of the road upon its own tracks is encountered, but this time it is around a depression of more modest distance from the rails above.

Timber is situated on the headwaters of the Nehalem River, which here flows eastward, going in a roundabout way into Clatsop County, where it gradually takes its eastward course to the sea, touching the road once more 22 miles from Timber, at the mouth of Salmonberry River.

At Timber is a large sawmill, as well as the big logging camp, and it is the transfer point for supplies and construction material. Marking the end of scheduled thain service, it is two miles from Hillsboro, and just 10 miles from the end of the steel. Two work trains operate from this place to the end of the road. The town is well supplied with stores and eating and lodging places, and a good hotel is in course of construction. It is a railroad town, however, and everything is rough hewn.

Boston Show Plans Made.

It has been decided to hold Boston's pleasure car show from March 2 to 9, and the truck show from March 13 to 20.

TWO-STORY CONCRETE STRUCTURE ERECTED AT CORNER OF KARL AND MILWAUKIE STREETS.

BUILDING'S COST IS $15,000.

F. G. Urfer has erected a two-story reinforced concrete building at the northeast corner of Karl and Milwaukie streets, at a cost of $15,000. On the lower floor are two rooms, one of which is occupied by a moving-picture show. On the second floor a large assembly hall and lodge room has been placed, the only room of the kind in the neighborhood. It is the first concrete structure to be erected in that portion of the city.

DRIVE HAS NO PEER

Terwilliger Boulevard Is Important Project.

CONTOUR VERY STRIKING

Eagle Point, Commanding Unrivaled Views of City and River to Be Included—Restrictions to Be Enforced.

What is believed will be one of the most beautiful parkways to be found in the United States will be Terwilliger boulevard, which, when completed, will extend from the head of Sixth street south to Slavin road for a distance of nearly two miles. The contour of the district is particularly striking.

The southern portion of the route provides for a width of 200 feet, which will be subdivided into reserves for walks and a reserved area. The purpose of the large area below the drive is to place under absolute public control the views along the Willamette River.

Eagle Point, the high eminence commanding unrivaled views over a large section of the city, will be included in the project, according to Park Superintendent Mische's plans. Through this area, it is proposed to provide a five-foot walk and an 18-foot roadway for the purpose of encouraging owners to face houses on the park driveway. From Eagle Point northward, the way is wider than that to the south and is much desirable and of higher quality.

Another feature to be mentioned is the width of the boulevard. A graded flat 30 feet wide would allow a driveway 24 feet in width and a six-foot-wide walk. This, it is estimated, would cost about half as much as a 45-foot way. The least that should be provided for, according to Mr. Mische, is 26 feet at the outset, allowing for a 20-foot drive and a six-foot walk.

"In securing title to the parkway land," said Superintendent Mische," it is highly desirable to secure by mutual agreement conditions and restrictions that would enhance the value of the district and the parkway itself, cojointly. Among these are set-backs, or so-called building restrictions, providing that the front line of the buildings be 20 feet distant from the nearest side line of the parkway; restricting each lot to residence purposes exclusively; restricting residences to provide for one family; providing that butcher shops, saloons or other business be prohibited on the land within a radius of 200 feet from the parkway; requiring that no out-buildings, except stables, for not over four horses, be on a lot; requiring that buildings be not less than 10 feet distant from side or real boundaries; that no chickens, pigs, dogs, cows or other domestic animals be allowed to run at large or become a nuisance to neighbors, and that any restriction violated can be abated by concerted action of neighbors or by the city. It will be necessary, however, that these restrictions be drawn carefully to become effective without destroying the purposes of the title.

"Portions of the taking line are determined by the point of the slope where it will meet natural grade. There will be, in all probability, instances where the land, necessary to acquire for this purpose, will be held at such high valuation that it will be wise economy to build a retaining wall instead of buying the property, provided it is possible by this course to control the views riverward."

Terwilliger boulevard is one of the important projects which, it is expected, will receive the early attention of the new Mayor.

Warehouse for Aberdeen.

The Fidelity Investment Company, of Aberdeen, Wash., controlled by Marshall, Wells & Co., of Portland, will have built for the Grays Harbor Hardware Company a two-story concrete structure 100 feet wide and 120 feet long. The building will be located so as to have wharfage as well as rail facilities. It is to be used as a warehouse. Plans for the building are being drawn by MacNaughton & Raymond.

HOOD RIVER MOVES FAST

REALTY MARKET BUSIEST IN HISTORY OF CITY

Dozen or More Handsome Residences Constructed Within Past Two Months.

HOOD RIVER, Or., July 8.—(Special.)—Since the early Spring began carpenters and contractors have experienced one of the busiest building seasons of the history of the city. A dozen or more handsome residences have been constructed here within the past two months, and six public and business structures have been completed or the work is nearing completion on them.

The new $30,000 passenger station of the O.-W. R. & N. Co. is receiving the finishing touches, and will soon be ready for occupancy. The building will be one of the handsomest in the small towns of the state. It is constructed of red pressed brick up to the window line, and from this point to the roof of a pebble dash finish. The interior is arranged conveniently for the convenience of the traveler and will have in addition to the waiting-rooms for each sex a smoking-room for men and a woman's restroom. The main waiting-rooms are to be furnished with mission furniture.

Among the other buildings under way or that have been completed this year are the new Congregational Church structure, the foundation of which has been laid. It will be built of stone from a Hood River quarry and will cost approximately $18,000. C. H. Sproat is building a two-story brick business house, the dimensions of which are 100x50 feet. The brick masons have almost completed their work on the structure. The Fashion Livery Company recently entered its large four-story livery barn. The work on the large addition to the Hood River Apple Vinegar Company will be finished soon. The company recently installed a soft-drink plant with a capacity of more than 200 dozen bottles per day.

So busy have the contractors and carpenters of the city been that citizens from Wyeth, who were here last week in an endeavor to secure bidders on the contract for a new school building at that place, were forced to go to The Dalles for builders.

From an announcement of Captain C. P. McCan, the city soon will have another large business block. The structure will occupy the plot of ground between Third and Fourth streets near the Applegrowers' Union. A part of the building, which will be constructed of concrete, will be occupied by the garage of the Tip Top Motor Car Company.

ROUNDHOUSE BEING RAZED

Structure to Be Removed to Make Room for Bridge Approach.

The large brick roundhouse at Third and Glisan streets, which was built by the Northern Pacific Terminal Company nearly 19 years ago, is being razed to make room for the approach to the new bridge being constructed by the Harriman system. The terminal company is using a part of the old O. R. & N. freight sheds temporarily for the housing of its engines.

Plans are being made to build a mammoth roundhouse on the Guild's Lake property. Construction of the building will not be started, however, until property rights of the company are established at that site.

"In addition to being in the way of the new bridge, the old roundhouse had outgrown its usefulness," said Edward Lyons, of the Northern Pacific Terminal Company. "When the building was erected, no provision was made to take care of large engines such as are in use now. The turntable being built at the freight sheds will be 85 feet in diameter and will be operated by electricity. This will be large enough to receive the heaviest engine we have in use.

"The proposed roundhouse on the Guild's Lake property will be much larger than the old one, and will be capable of housing all the engines we may want for our use for many years to come. It is not determined when work will be started on the new roundhouse."

Long Auto Trip Being Planned.

A leading tourist agent, who makes a specialty of European tours, has decided to run a personally conducted motor tour from New York to Los Angeles in October. About 4200 miles will be covered, requiring about 60 days' traveling.

MOUNT TABOR RESIDENCE BUILT AT COST OF $25,000.

BLAINE R. SMITH'S HOME AT EAST FIFTY-THIRD AND BELMONT STREETS.

The new residence of Blaine R. Smith, at East Fifty-third and Belmont streets, is considered one of the finest homes that has been built at Mount Tabor in recent years. The exterior is of red brick construction. The interior has hardwood finish throughout. The ground occupies over a quarter block, the elevation being such that an unobstructed view can be had of the entire city. The property was improved at a cost of $25,000.

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