

**BONDS ARE SOLD AND ROAD TO BE BUILT.**

**Portland, Nehalem & Tillamook Railway Will Soon be Under Way.**

**CONTRACTS ALREADY MADE.**

**Work Will Begin as Soon as Right of Way Is Cleared—Bonds have Been Sold and Proceeds Are Now Available.**

(From the Oregonian.)

**WORK ON ROAD TO BEGIN.**

SAN FRANCISCO, CAL., July 1.—The Oregonian, Portland, Ore.: Contract for construction Portland, Nehalem & Tillamook Railway Company has been signed. Work will begin as soon as right of way is cleared up from Hillsboro to Banks. We understand this is completed, and our engineers are locating and cross sectioning and getting ready for the laborers to go to work. Entire road should be built within one year. The bonds have all been sold and proceeds are now available to complete the work.

ATLAS CONTRACT & SUPPLY CO.

Rail communication between Portland and the rich valleys lying west of the Coast divide, watered by streams that flow into Nehalem and Tillamook Bays, now seems assured as rapidly as contractors can build the grades, tunnel through the divide and lay bands of steel. As announced in the above dispatch to the Oregonian, contracts for building the road and also with London capitalists who have taken the entire bond issue have been signed. Both contracts bear date of June 22, that with the Atlas Contract & Supply Company having been signed by President Edward Records the following day. On the same date the agent of the bondholders affixed his signature to the contract with the London bankers, and this was also signed in duplicate by the investors, who after exhaustive investigation pronounced the project the most promising American railway enterprise that has been brought to their attention. Control will rest entirely with the Portland stockholders and English investors.

**Right of Way Pledged.**

Right of way for the first section of the road, from Hillsboro to Banks, has been pledged to the company free of cost by the Hillsboro Board of Trade, engineers having announced that connection with the Southern Pacific could be advantageously made either at a point about one mile east of Hillsboro or at a point near Forest Grove. Chief Engineer George L. Davis is now engaged in cross-sectioning the 10 1/2 miles of survey from the Southern Pacific track to Banks, right of way to which is to be checked up and title verified. Here the route is in a northwestern direction through an agricultural district highly developed under intensive farming, with land values ranging from \$70 to \$100 per acre. Continuing beyond Banks up through the narrowing valley in Central Washington County, along the course of the county road connecting through Forest Grove to Clatskanie, at a distance of about 18 miles from the starting point, the road begins traversing forests of fir, covering the divide and embracing one of the largest bodies of choice timber in the United States that has not been disturbed by the timbermen. Here the ascent of the divide is begun, the one per cent grade from Hillsboro, where the altitude is 215 feet above sea, being succeeded by gradients of two per cent in attaining an altitude of about 800 feet at a point five miles beyond Buxton. Here will be driven a tunnel through the divide, thus saving a climb of 300 feet, and owing to the rugged character of the divide the bore will be comparatively short.

Beyond the tunnel a distance of eight miles will bring the road to the upper Nehalem Valley, and at an altitude of 700 feet. On the western slope the descent to the sea will be made with about 50 miles of track, and a maximum grade of one per cent. Boundary between counties of the Willamette Valley and the coast being formed by the range, the road traverses in its course to tidewater Clatsop and Tillamook Counties, the surveyed route being through the populous sections centering at Grand Rapids, Vinemaple, Mishawaka and Elsie, in the former country, and Barbra and Nehalem in Tillamook. Thence lines have been run southwest to a point on Tillamook Bay, 20 miles in length.

The Tillamook line of the road as surveyed branches from the above described line at a point between Hillsboro and Buxton, near the inland postoffice shown on the map at Greenacres; crosses the range to the head of Wilson Creek, through Wilson, thence following the west side of the valley of the stream to Tillamook Bay, some distance north of Tillamook City. This route would pass a few miles west of Illingsworth.

**Main Line Not Determined.**

It has not been fully determined which shall become the main line and which the branch. Should it be the Nehalem line, that track would then be extended to Tillamook Bay, and the other would become the branch, and stop at a point in the Wilson Creek Valley. Should the southern survey be selected as the main

line, the Nehalem Valley branch would terminate at or near Grand Rapids, about 50 miles from the starting point, while the Tillamook line would be built north to Nehalem.

These details are to be decided by the company while work is under way on the first section of the road, however, and the important feature alike to business interests of both Portland and the Coast is contained in the authoritative announcement that rail transportation facilities will soon be supplied to that rich region tributary to this city, but so long closed to development.

Having succeeded in financing the project independent of either the Northern Pacific or Southern Pacific companies, and protected by provision of the Oregon law enacted by the last Legislature, the Portland, Nehalem & Tillamook will probably have connections with both roads, so that shippers may elect by which freight shall be routed.

Connection will first be made with the Southern Pacific, but surveys already made show that by constructing from a point about seven miles from this connection a junction can be made with the Northern Pacific at Scappoose by building 13 miles of track. By either route the road will be the short line from Portland to the sea, not exceeding 100 miles, which may be reduced considerably when engineers complete cross-sectioning and checking up of the entire line.

Grading was started in 1892 on a projected road to the Coast from Hillsboro, when grading was done over considerable of the first 20 miles. Title to the grade was forfeited within five years thereafter, under operation of the law, but portions of this grade are now included in the surveyed line and will be made use of. Chief Engineer Davis, who has charge of the work under way, has built 11 railroads in Michigan, Florida and New Mexico, mostly lumber roads in timber and mountainous districts. He came to Portland some three months ago to accept his present situation, soon thereafter taking up the initial work.

Figures compiled by United States Inspector Batter disclose that the territory between Portland and the sea comprises 1,884,000 acres of first quality timber, containing within a circuit of 36 to 80 miles 38,000,000,000 feet. About 15-120,000,000 feet are tributary to the Wilson, Trask, Kilchis, Tillamook and Miami Rivers, the territory to be reached by the route of the southern line projected. Tributary to the Nehalem valley is 18,360,000,000 feet, while that on the east slope of the divide in Washington and Columbia counties is estimated at 4,500,000,000 feet. Some quarter-sections in the heart of this region have been cruised that will produce in excess of 9,000,000 feet of lumber. Estimates compiled for information of stockholders and capitalists reveal that the timber supply is sufficient to supply Portland mills at their present enormous output for 40 years with only half of the standing timber.

Agricultural districts of exceptional productive power have been developed in the valleys of the larger rivers and their numerous tributaries of the Pacific slope of the divide, while adjacent to the Coast are the tidelands and marshes not surpassed for dairy farming any place in the world with fresh vegetation the year around, upon which milk cows feed, and it is rarely necessary to feed grain or forage from granaries or barns. This area will be rapidly increased as spruce timber of the first 10 miles back from the coast is removed and fir timber cut from higher lands toward the interior, steadily increasing the area productive of tonnage of grain, cereal, fruit and dairy products. One creamery company has assured the official of the railroad that it will guarantee traffic aggregating earnings of from \$12,000 to \$15,000 annually from the region.

Additional to the sources of traffic it is the purpose of the company to open to production the upper Nehalem coal fields, having a mean length of about 13 miles and from one to two miles wide where occur two coal beds, nine and six feet in thickness and conveniently situated for mining. In another locality occurs bituminous coal that has been found by tests to be of good cooking quality. Not quite so conveniently located with relation to the line of the road are also iron ore deposits, limonite in character, with a greater percentage of iron than in the ore used for manufacturing of pig iron and other raw iron products by the Oregon Iron and Steel Company, and which it is believed may be made the source of large traffic.

Officials of the Portland, Nehalem & Tillamook are extremely reticent concerning details of their plans. President John McCracken declared it to be their purpose to say little until actual work is under way, leaving it for such demonstration to prove their good faith and that the new short line to the coast, opening a new trade territory to Portland, will soon be realized. President Records, of the Atlas Contract & Supply Company, it is understood, will reach Portland about July 12, when it is expected actual work will be ordered commenced.

**To Condemn Right of Way.**

HILLSBORO, Or., July 1.—Judge McBride has ordered a jury drawn for the term of court which convenes the third Monday in July. This is an equity term, but Judge McBride was requested to call a jury to dispose of proceedings to condemn the right of way for the Portland,

Nehalem & Tillamook Railway. The right of way has been secured from this place to Banks, except through two or three small tracts of land, and proceedings will be commenced at once so as to cause no delay in the construction of the road. The surveying crew commenced work yesterday, and Engineer Davis stated that construction would commence as soon as he could get his part of the work in readiness, which would not exceed ten days.

The work on the new railroad has held the attention of the citizens of Hillsboro, during the week, and everyone is pleased with the progress that has been made. President McCracken, and Engineer Davis came out Monday to confer with the board of trade of this city, and drove out to inspect the proposed right of way. Engineer Davis has established his offices in the front rooms, on the second floor of Union block.

Engineer Davis brought but one surveyor with him, and the other men employed by him to make the surveys, are men from this city. The survey which was begun Wednesday morning, starts at the railroad track near the foot of Second street, and runs northwest to Base line street, and thence on west to the city limits to the old grade of the Astoria and South Coast road. It is expected that the road will be completed as far as Banks, by October 1st, and in all probability finished as far as Buxton before the bad weather sets in. The surveys from the coast, started at Tillamook and Nehalem, will be finished rapidly. That from Nehalem was commenced nearly two weeks ago.—Hillsboro Independent.

**Tillamook a Rich Field.**

The following editorial appeared in the Oregonian:

Again there is a prospect for the construction of the long overdue Nehalem railroad. Since far back in the days of the proposed Astoria and Winnemucca line, the light of that rich region has made occasional gleams through the bushel under which it has been hidden by the railroad community of interests. Viewed from the standpoint of distance, it seems amazing that such a rich territory has been so long neglected. Central Oregon, the Wallowa country, and the Clearwater with all their wealth of natural resources, can make no such showing as is offered by that almost unexplored country, bordering the Pacific Ocean west and southwest of Portland. And yet the greater number of Oregonians have overlooked its richness while observing that which has trickled out of remote districts four or five times as many miles distant.

Out of that land of magnificent distances, Southern Oregon, long wagon trains laden with wool, have rolled into The Dalles, Shaniko and other points where rail connections with the outside world could be reached, and the vast herds and flocks of livestock that have been driven out to civilization, have attracted the wonder of thousands of people. Similar evidence of great richness beyond the railroad has been noticeable in the Wallowa country. The Clearwater branch of the Northern Pacific skirting the edge of the great Idaho grain districts, has supplied all the proof needed as to the productiveness of that region.

But the Nehalem country to a greater extent than any of the other of these isolated regions, has remained sealed. Into the rich valleys through which trickle numerous small streams, a few settlers have followed the hunters and trappers of an earlier day and they have hewed out homes, where, owing to the prodigality of Nature, means for a bare existence are available with less effort than in any other portion of the state.

Indians seeking the "ultima thule" of praise, christened a section along the Upper Columbia as the Horse Heaven country, and the name was suggestive in high degree of a land favored by Nature. The Indian's Horse Heaven country is now coming to the front as a rich agricultural district, but the true "Horse Heaven" or any other kind of "animal heaven" country is to be found in the rich bottom lands of the Nehalem and Tillamook Valleys. Sheltered by the Coast Range, from the biting winds of the east and north, and with atmosphere tempered by the breath of the ocean, stock of all kinds will wade knee deep in rich grasses in midwinter. The rich soil, when cultivated, makes astonishing yields, and fruits of all kinds thrive.

Agricultural and stock raising possibilities, however, have failed hitherto to attract a railroad, and it is the forest wealth which has paved the way for the transportation facilities which will make possible the development of the agricultural resources. The proposed road will tap a timber district which contains nearly 2,000,000 acres of the finest timber on earth.

What this means for Portland can be understood when we consider the lumber industry of our city as it now stands. The big mills of Portland have increased their capacity so rapidly that the output last year made this city the greatest lumber port in the world. To meet the requirements of the Portland mills, it is necessary that eighty acres of our best timber land be stripped every day. Enormous as this demand seems, it could be maintained for nearly three-quarters of a century before it had exhausted the Nehalem timber supply. In other words, the Portland mills running

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night and day at their present capacity could not saw up the timber in the Nehalem belt in less than sixty-nine years. When it is remembered that the present output of our mills has made this city famous the world over, the resultant benefits when the mills begin on the Nehalem timber belt, can be understood. Fortunately for Portland, the traffic out of that region lying right at Portland's doors, cannot be diverted to any other port. Oregon is on the eve of a great awakening and one of its first surprises will be the richness that will become visible in the Nehalem, as soon as the railroad is built.

Secretary Hitchcock's retirement is again predicted. He has just unearched another scandal in the Indian Territory.

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