

**The Tillamook Headlight.**  
Fred C. Baker, Publisher.  
**LYTLE WILL BUILD THE TILLAMOOK RAILWAY.**

**Makes Announcement to the Chamber of Commerce.**

Two weeks ago Mr. E. E. Lytle, Capt. Chas. Wanzer and Dr. Bailey were in Tillamook looking over the County with a view to building a railroad, but we were asked not to make any mention as to their intentions, for they had not decided when they were looking over the situation whether they would tackle the difficult job of building a railroad into Tillamook or not. Mr. Lytle wished to make the announcement himself and in his own way if he concluded to build. He has done so, as the following will prove:

(Sunday Oregonian.)  
E. E. Lytle announces that he will build the Portland, Nehalem & Tillamook Railroad, which is now tied up at its first 20 miles of road through the tangle with the Atlas Construction Company. Since the retirement of Mr. Lytle from the Columbia Southern and the subsequent statement that it was his intention to engage in further railroad construction work in the state, there has been much speculation as to where his activities would make themselves felt.

The announcement of Mr. Lytle's connection with the Portland, Nehalem & Tillamook was not made as a public utterance, but in the course of a meeting of the transportation committee of the Chamber of Commerce, called to consider the feasibility of providing for further river transportation by the Open River Association. Several leading business men were present at the meeting, among them being Mr. Lytle, who, while discussing the question before the meeting, said that it would be inconvenient for him to become active in the plans under discussion, owing to his other interests, the chief of which was the Portland & Nehalem road, which it was his intention to construct.

**His Associates Not Known.**  
It is not known who is working with Mr. Lytle in his efforts to secure the road from the trouble into which it has fallen, but it is safe to presume that ample capital is behind the proposition, or he would not have made the announcement.

Edward Records, of the Atlas Construction Company, is at Portland, recovering from an operation, and has not been able to attend to business for some time. It is expected, however, that Mr. Lytle and his associates will call upon Mr. Records tomorrow and enter into negotiations by which the control of the road will be transferred to the new interests.

The Atlas Construction Company began the construction of 20 miles of the new line, extending from Hillsboro, some time ago, but was unable, or did not, pay its men at the end of the month, with the result that the work is now tied up.

It is expected that by the middle or the end of the week the affairs of the company will have been straightened out until some official statement can be made, revealing the purpose of Mr. Lytle definitely, and telling who it is that is associated with him in the work.

**Efforts of the Past.**

Prior to this time many efforts have been made to construct a road into the Nehalem country, which is recognized to be one of the richest undeveloped regions of the Northwest. William Reid, well known as a promoter, and many other prominent men have been interested in the proposition and have used their efforts to induce capital to invest in the construction. Up to this time there has been no great response and no very definite and certain management, but the announcement made by Mr. Lytle dispels further doubt, provided his plans carry and he actually does take charge of the construction. He has the money behind him, possesses the confidence of his executive ability to handle such work with success. From statements recently made by those known to be interested in the construction it is believed that the work will be commenced in a very short time and the task hurried through to completion.

The Nehalem country is one of the richest in the entire state, or the Northwest, while the Tillamook district is just as favored. It is estimated that there are 50,000,000,000 feet of timber in both the districts, which are composed of practically 884,364 acres of land. This country is all tributary to Portland and is situated from 13 to 36 miles from the city. Besides the timber lands there are many highly improved farms and dairy ranches, which yield produce as fine as any grown in the state. On the line of the proposed road are situated vast tracts of lowlands which have produced 30,000 pounds of onions to the acre.

**Resources of Tillamook.**  
In the Tillamook district it is estimated that there are 17,117,000,000 feet of timber, or enough to keep the Portland mills, at their present rate of

consumption, busy for 30 years. Besides these natural resources there are 54 cheese and butter factories, while there are valuable mineral, and other resources yet undeveloped. The Tillamook and Nehalem Valleys offer what is perhaps the richest district in the Northwest for development. A road into the country would be vastly profitable to the community and would be a great success as an investment. The statement from Mr. Lytle that he will construct the road, and at an early date, will therefore raise high hopes in the minds of all the residents of the interested district.

**SAYS ROAD WILL BE BUILT. Secretary Reid Says Bonds Will Furnish the Money.**

Portland, Sept. 23, 1905.—(The Editor.)—As the sudden, failure, without notice, of the Atlas Construction Company, of San Francisco, to meet its own second monthly payroll due ten days ago (which are not payrolls of the Portland, Nehalem & Tillamook Railroad Company,) has caused speculators to offer to purchase those contractors' time checks at 50 cents on the dollar, write to suggest that the workmen employed by the Atlas Company, who are holders of these time checks, should accept nothing less than par value for them, for this reason: That, although the railway company did not employ these workmen nor cause Atlas Company to stop work through non-performance of any obligation or otherwise, yet long before the Atlas Company's obligations to contractors mature, ample moneys will be forthcoming from bondholders to meet not only past construction work, which the Atlas Company abandoned (and hence forfeited), but also for our additional work expected to be resumed through other contractors.

The old threats, now repeated, of a railroad to be immediately started in opposition to that of the Portland, Nehalem & Tillamook Company, and the sources from which they come, seem intended not to co-operate with us in getting any railroad extended to Tillamook, but only to harass and again try to postpone further work upon our railway; but these threats cannot stop the financial arrangements the directors made at the end of June, since ratified in London, for the sale of 80 miles of our railway bonds (done before the contractors commenced work), irrespective of the Atlas Company's recent unexplainable stoppage of work. The latter having been done in the face of those abundant securities that construction company itself accepted—three times the value of its first 20 mile contract—payable next November, makes its stoppage still more mysterious to all concerned.

William Reid, Secretary, Portland, Nehalem & Tillamook Railway Company.

**HARRISON STRIKES BAR. Steamer is a Total Wreck on Alsea Bar.**

Newport, Or., Sept. 23.—Steamer W. H. Harrison struck on the bar while trying to enter Alsea Bay about 5 o'clock last evening. She was driven on South Spit by a heavy sea, where she now lies about a quarter of a mile from shore. The crew is safe, but the vessel and cargo will, undoubtedly, be a total loss. The Harrison arrived at this port Wednesday from Umpqua, and was bound for Alsea, with a full cargo of cannery supplies for Elmore & Company's cannery at that place. On reaching Alsea Wednesday morning she found the sea breaking too heavy to attempt entering and came on to Yaquina to wait for a favorable opportunity. Yesterday afternoon finding the sea had smoothed down, Captain Hansen sailed again for his port of destination. When off the entrance he found the sea moderated and decided to cross in, but the vessel struck hard on the bar. All efforts to get her off failed, and she was soon driven on the spit on the south side of the mouth of the bay. Part of the crew launched the ship's lifeboats and they reached the shore in safety. Captain Hansen and two sailors referred remaining with the steamer.

When it was seen from shore that the vessel was in distress, word was quickly sent to the Yaquina Bay life-saving station, about 13 miles distance. Captain Welland, with crew promptly responded. Securing two teams, they hurried to the scene of the wreck with the beach apparatus and the surfboat, encountering great difficulties in getting the wide truck of the surfboat along the narrow wagon road around Seal Rocks. The life-savers reached Alsea and launched the surfboat about three hours after receiving word.

At daylight the lifeboat went out to the stranded steamer and took off Captain Hansen. Two sailors still stayed on the ship, hoping to save their personal effects, but later in the day were taken off by the life-saving crew. At that time the vessel was badly strained and her sternposts were nearly gone. It is expected she will go to pieces during the night, as the sea was rising, and a hard southwest wind was blowing all the day.

**PORTLAND - TILLAMOOK ROAD NOW ASSURED.**

Chas. Wanzer is Chief Engineer for New Company.

Captain Charles Wanzer, until recently City Engineer of Portland, is chief engineer for the new company of which E. E. Lytle is the head, that will construct the Portland, Nehalem & Tillamook railroad, and has been in the field for more than a fortnight engaged in investigations pending conclusion of other negotiations of Mr. Lytle and associates. It is definitely decided that the road will be built and a great amount of engineering work has been done by the Portland, Nehalem & Tillamook Company, the charts and maps of which will be acquired by the new backers of the enterprise, but there has been no definite decision as to the route that will be followed beyond the summit of the divide. Starting from a connection with the Southern Pacific West Side line near Hillsboro, the first section of which extends to Greenville, where the two branches diverge, one extending through the Nehalem Valley and the other to Tillamook following in a general way the course of the Wilson River. The north or Nehalem line rises from an altitude of 215 feet at Hillsboro to 800 feet at summit of the divide, eight miles west of Buxton, where the divide will be pierced by a tunnel that saves a climb of 300 feet to the crest, while the bore will be comparatively short owing to the general character of the country. The southern or Tillamook line crossing over to the headwaters of Wilson river will surmount the divide about 12 miles west of Greenville.

**Land Beyond the Divide.**

Beyond the divide the Nehalem line will serve the communities centering at Kist, Clear Creek, Grand Rapids, Vine, maple, Mishawaka and possibly Barbra. The Tillamook branch has a less number of settled communities than the Nehalem, but a very large developed agricultural region as has the Nehalem. Which will become the main line and which the branch had not been determined by the present Portland, Nehalem & Tillamook management and will remain for the new managing officials to determine. One of the branches may not be pushed through to the Coast immediately, a Coast line connecting the two Coast points and the single through line to the Coast serving both.

Mr. Lytle is reticent regarding his plans, further than that the road will be built. Important changes in location of the route may result from the recommendations of Engineer Wanzer, but the objective is the same and the fact that Mr. Lytle will be at the head of the enterprise is a guarantee of its speedy construction after preliminaries have been concluded, and that it will be a railroad of the type the people of Portland have desired to connect that rich virgin territory with the city.

**Connects with Both Roads.**

Arrangements have been made by the present company for a twofold connection into Portland and for the routing of traffic with the Southern Pacific at Hillsboro and with the Northern Pacific at or near Scappoose, a grade 13 miles in length connecting with the Northern Pacific line from a point on the new road seven miles from the Southern Pacific connection. This plan was made possible under operation of the law adopted by the legislature at the last session, and would give shippers on the road the choice of either system for routing through freight. Whether there will be any change in these plans is not decided by the new parties in interest.

Thirteen years ago grading was started on a projected railroad to the Coast from Hillsboro, a considerable portion of which was completed in the first 20 miles of the projected line. Title to the grade was forfeited, but portions of this old grade are now included in the new right of way acquired by the company, and upon which the work done by the Atlas Contract & Supply Company was progressing until a short time ago. Either arrangements will be made for taking over the contract or for completion of the work with as a little further delay as possible.

Agricultural districts of exceptional productive power have been developed in the valleys of the larger rivers and their numerous tributaries to 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 vegetables 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 ten 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 officials of the railroad that it will guarantee traffic aggregating earnings of from \$12,000 to \$15,000 annually from the region.

**Other Sources of Traffic.**

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

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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 manufacture of pig iron and other raw iron products by the Oregon Iron & Steel Company, and which it is believed may be made the source of large traffic.

When completed this railroad will be the shortest route by more than 40 miles between Portland and the sea and will develop an enormous traffic to the beaches of the Nehalem and Tillamook sections. The region is very attractive and various resorts will be created that will become popular with the population of the city seeking sea bathing, ocean breezes, and the combination of ocean and mountain views such as are presented in that portion of Oregon. This traffic will naturally increase with the growth of Portland and will result in large number of residents of this city becoming interested in property along the coast and in the rich valleys opened to development. Like all new countries there will probably be a period of development in which comparatively light tonnage will be supplied the road, but with the already extensive agricultural production it will become a revenue earner earlier than the majority of new railroads, by reason of the variety of freight traffic that will originate in its territory.

**DOES NOT CONTROL STOCK.**

William Reid Says Atlas Company Has Forfeited Contract.

In today's (Sunday) Oregonian it is alleged that E. E. Lytle and his associates will call upon Mr. Edward Records tomorrow (Monday), and enter into negotiations by which the control of the Portland, Nehalem and Tillamook Railway Company's stock will be transferred to Mr. Lytle's interests.

Pardon me asking whether this statement is not erroneous? The public is warned that the Atlas Company does not control the common stock of that railway company. True that upon June 23 last a resolution was passed reciting that, as and for and as a further consideration of the Atlas Construction Company's building said 100 miles of railway, which is signed by Colonel McCracken as president, there should also be delivered to that company certain fully paid-up shares of common stock. The Atlas Company failed within 60 days thereafter, and up till now has not built one mile completed of said railway and consequently, having stopped work and forfeited its contract, it has nothing to sell to anybody, either in stocks, bonds or otherwise. This is not my opinion alone, but the decision of the Supreme Court of the State of Oregon in an exactly parallel case (two suits), of Branson and others against the Oregonian Railway Company, of Scotland, which see, and the unanimous opinions of the various judges thereon.

All that the Portland, Nehalem & Tillamook Railway Company ask from Mr. E. E. Lytle, as he was informed in writing a week ago, is very kindly not to interfere at present with the directors in constructing, or rather reconstructing, our railway. In that event, the public will see ten miles of railway in running operation, with locomotive thereon, within 40 days, and ten more miles actually constructed immediately thereafter.

WILLIAM REID,  
Secretary Portland, Nehalem & Tillamook Railway Company.

President Roosevelt in his forthright message to Congress will urge the remodelling of the public land laws, and among other things will specially commend the repeal of the timber and stone act, the law which has been responsible for more fraud and which has caused the Government greater actual loss of money than any other public land statute.

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