

**FIGHT AS TO WHO WILL BUILD THE ROAD.**

**Bond Buyers of P., N. & T. Co. Opposed to the Rights of Company being Transferred to Mr. Lytle.**

Individual members of the board of directors of the Portland, Nehalem & Tillamook Railroad company are threatened with a suit by H. Melville Walker and the London Share & Debenture company to compel the Portland Company to accept the sum of \$2,550,000, deliver the \$3,000,000 bond issue proposed under the contract between Mr. Walker and the Portland company and proceed to construct the railroad as projected between Portland, Nehalem and Tillamook. It is said the money is ready, and the English financiers insist upon going ahead with arrangements made on the right of way between Hillsboro and Banks prior to the failure of Edward Records and the Atlas Contracting and Supply Company.

Mr. Walker arrived yesterday in London, from New York. Prior to his departure from New York he received news of the efforts that are being made to dispose of the rights of way and franchises of the Portland, Nehalem & Tillamook road to the Lytle interests, and he served notice on the Portland directors of the road that he would not consent to any change of the program.

Mr. Walker said that he had made all arrangements for floating the bonds, and demanded that they be delivered as agreed upon, at the price stipulated, and demanded that they be delivered as agreed upon, at the price stipulated, and that the company proceed upon construction of the line as begun. He said the failure of Records was wholly immaterial and was simply an incident in the matter, and that he would find a new contractor to take up the work.

In a letter to one of the local directors of the Portland company, under date of October 13, 1905, he writes:

"I note the effort you have made to get me to cancel the agreement I have with the railroad company. In the first place Mr. Lytle, who offers to take this road, is a personal friend to Elijah Smith. In point of fact Mr. Smith has notified me that Mr. Lytle expects to build the road and that he is an agent for Mr. Harriman and the Southern Pacific Railroad company. It is the old story over again, where your company will be again caught. I wrote you the other day that we would not on any account cancel the contract which we have with your railroad company. I am perfectly willing to provide a contract in the place of Mr. Records. But your company must keep its agreement with me. I leave for London tomorrow, Saturday, therefore you can understand that I have not much time to discuss the matter. But I wish you to distinctly understand that we do not care with whom you enter into a contract—I shall still enforce the agreement which you have with me. In the meantime I shall go on completing my arrangements with my people in London, under your contract. "It is no business of mine and I am not at all affected by Mr. Records not carrying through his arrangements with your company."

Meetings were held in the offices of E. E. Lytle, president of the Pacific Railway & Navigation company, and Wm Reid, secretary of the Portland, Nehalem & Tillamook, in the Worcester building yesterday afternoon to endeavor to determine the fate of the project for construction of the proposed road from Hillsboro to Tillamook. In Mr. Reid's office were gathered the stockholders of the P., N. & T. and in the office of Mr. Lytle were his attorneys and representatives of the Hillsboro board of trade. It was voted by the Portland, Nehalem & Tillamook stockholders to turn their franchises and rights of way from Hillsboro to Banks back to the Hillsboro people, providing the construction of the road were taken up and carried forward by the Lytle company. Agreements were drawn by the parties concerned, under direction of Zera Snow, attorney for Mr. Lytle. The Hillsboro board of trade was represented by P. M. Heide and Dr. Tannassee.

The company of which Mr. Lytle is president has had legal existence about three weeks. The personnel of his financial associates is not made known. He retains the office formerly occupied by him as president of the Columbia Southern, a Harriman road, on the fifth floor of the Worcester building. A modern sign, "Pacific Railway & Navigation Company," has been lettered on the door of the main office, which is one of a suite adjoining that of W. W. Cotton, general attorney for the Harriman lines.

Various circumstances have given rise to a generally credited rumor that Mr. Lytle is representing the Harriman interests and that the road which is to connect Tillamook and the Nehalem country with Hillsboro, a station on the Southern Pacific, will be built as a feeder to the Harriman system.

Within the last three months E. H. Harriman, James J. Hill and a number of his eastern capitalist friends, and Elijah Smith, a Boston capitalist connected with the Harriman roads, have visited Portland. Mr. Harriman was the first on the scene, and since the day of his appearance the railroad promotion sea

has been troubled. There have come in rapid succession official announcements of construction of various branches of established railroad lines and discontinuance of construction of others—principally the lines in which the Atlas Contracting & Supply company was a factor. The Atlas company, after fully inaugurating the building of the Oregon Traction company's line from Portland to Forest Grove, and the Portland, Nehalem & Tillamook from Portland to Tillamook, went to the wall, two of its members went to Riparia to construct the Southern Pacific's line from Riparia to Lewiston and the remaining member quit the Portland field and returned to San Francisco.

Up to the day Mr. Harriman left Portland and went to San Francisco construction of the Tillamook road was under full headway, and about seven miles of the line out of Hillsboro was graded, the engineer in charge having all arrangements made for completing that section and running a locomotive over it before December 1, 1905. About this time, it is said, the fact was divulged by Mr. Records that his contract with the Portland company provided that he should construct a spur from Harrison, a station near Banks, to a connection with the Northern Pacific between Linnton and Holbrook, via the Cornelius pass. This spur would have given the Tillamook road, under Oregon's new railroad law, traffic arrangements with both the Southern Pacific and the Northern Pacific, on an equal basis, and would have placed it in a position to give the Tillamook country railroad competition, to some extent, with two eastern outlets.

As soon as Mr. Harriman learned the real situation he took measures to stop construction of the Tillamook road by the contracting firm. It is said his measures were at first scouted, and the promoters placed themselves in a position to receive active support from the Northern Pacific. Mr. Records, writing from San Francisco, under date of May 20, to one of the Portland directors, said:

"Matters have taken such a turn here in the last few days that it is a matter of indifference to me whether we connect with the Southern Pacific at Hillsboro or not, except as it may affect the value of the enterprise. I do not think, however, that the Southern Pacific people are in any position to build out that way, and if the Northern Pacific will let us build, so far as I am concerned, I would make an exclusive connection." Shortly afterward Mr. Harriman spent several days at San Francisco, en route to Japan. A week later Mr. Records came to Portland, ostensibly to take active charge of the construction work on the Tillamook line. Soon thereafter the enterprise began going to pieces, pay rolls went unpaid, his drafts were dishonored at the banks of Portland and San Francisco, and both the Forest Grove and Tillamook roads were "hung up."

H. Melville Walker, who was about to leave New York for London with the belief that everything was going a'long satisfactorily at Portland, was advised that the Atlas company had failed, and the Portland, Nehalem & Tillamook company had opened negotiations for transferring its rights, franchises and contracts back to the people of Hillsboro under an arrangement with E. E. Lytle to proceed with construction of the road, but not with the money of the English syndicate. Then came Mr. Walker's notification that he would hold the Portland, Nehalem & Tillamook Railroad company strictly to its contract with him.

This contract provided that a bond issue of \$3,000,000 should be taken by the London Share & Debenture company at 85 cents net, realizing \$2,550,000 cash, which it is estimated would build and equip the entire 100 miles to Nehalem and Tillamook, with a spur to the Northern Pacific between Linnton and Holbrook. The contract provided also that the first 10 miles should be completed from Hillsboro to Banks before any money should be forthcoming on the bonds, but that when this section should be completed, December 21, 1905, the sum of \$80,000 should be turned over from the bond sale to pay for these 10 miles, and that on completion of each succeeding 10 miles the company should receive installments necessary to pay the cost. This contract, Mr. Walker says, he is ready to fulfill and insists that the road be built according to its provisions.

Mr. Lytle, when asked today to make a statement concerning the reported connection of Mr. Harriman with his project, said:

"There is positively no truth in the report. Mr. Harriman has no connection in any manner with my proposition. This is my undertaking exclusively. If any Portland people with money think Mr. Harriman is back of it let them come forward and take the bonds. I am ready to do business with any one who will furnish capital. I shall get the money. No assistance is to be had from Portland capitalists. Naturally I shall have to go to New York. I do not know as yet where I will get the money, but I will get it."—Portland Journal.

**Notice.**

My wife Alice J. Harris, has this 20th, day of October, voluntarily left my bed and board, and I will not be responsible for any debts contracted by her for any purpose.  
J. W. HARRIS.

**Real Estate Transfers.**

Furnished by H. T. Botts, Abstract Co.  
Charles E. Dant and wife to Joseph Angers, Deed to undivided 1/2 interest in tract in tp. 3 north, range 8 west. \$700.00.  
Alfred L. Biglow to Angus G. Mackay, 160 acres. Section 9, tp. 2 north, range 8 west. \$1500.  
Angus G. Mackay and wife to Fred R. Hayes, 321.20 acres in section 9, tp. 2 north, range 8 west. \$2500.  
David W. Rhodes and wife to Angus G. Mackay, 161.20 acres in section 5, tp. 2 north, range 8 west. \$1000.00.  
Fairview Grange, No. 273 to Eugene Jenkins, Lot 15, block 7, Miller's addition to Tillamook. \$50.00.  
Peter Nelson to George W. Kiger, Deed correction. 160 acres in sections 19 and 30, tp. 2 north, range 7 west. \$1.00.  
John Reycraft and wife to George Reycraft, Quit claim. 160 acres in section 20, tp. 3 north, range 6 west. \$1.00.  
Frederick W. Redberg to William Redberg and wife, Tract in section 7, tp. 5 south, range 10 west. \$1.00.  
Albert E. Imbler and wife to William C. King, Tract of land in block 4, of Thayer's addition. \$3150.00.  
J. B. Pape and wife to Ingebond Crawford, Two parcels of land in lots 4 and 5, section 2, tp. 3 north, range 10 west. \$200.00.  
George Luce and wife to John Gerritse, Lot 7, block 3, Tohl's addition to Nehalem. \$85.00.  
Ralph Ackley and wife to Eugene Jenkins and wife, Tract in McDermott's addition to Tillamook City. \$1300.00.  
Albert Benschmidt and wife to Irwin Payne, 80 acres in section 34, tp. 1 south, range 10 west. \$1200.00.  
Carrie A. Bailey and husband to W. C. King, Lots 1 and 2, R. R. Hay's addition to Tillamook City. \$650.  
G. B. Lamb and wife to W. E. Page, Tract in McDermott's addition to Tillamook City. \$290.00.  
James D. Ward and wife to John A. Woolms and Cyrus Jackson, Tract in sections 25 and 30, tp. 5 south, range 11 west. \$600.00.  
Charles E. Bisconer to Mary A. Bisconer, Tract in sections 23, 25 and 26, tp. 5 south, range 10 west. \$1.  
H. T. Botts and wife to Jacob H. Cook, 160 acres in secs. 15 and 10, tp. 2 south, range 10 west. \$1000.00.  
Clark E. Hadley and wife to The Tillamook County Bank, Lot 3, blk. 8, Thayer's addition. \$110.00.  
William Ryan to Wright-Blodgett Co., Limited, 160 acres. Section 2, tp. 1 south, range 7 west. \$1050.00.  
George W. Kiger and wife to Wright-Blodgett Co., Limited, 160 acres, sections 19 and 30, tp. 2 north, range 7 west. \$1550.00.  
U.S. Patent to Oscar Gehrig, 150.69 acres. Section 2, tp. 3 north, range 10 west.  
U.S. Patent to Maggie M. Harvev, 160 acres. Section 39, tp. 2 south, range 10 west.  
U.S. Patent to John A. Brant, 160 acres. Sections 19 and 30, tp. 2 north, range 7 west.  
U.S. Patent to Henry Dunstan, 161.30 acres. Section 31, tp. 2 south, range 10 west.

**SOUTH PRAIRIE.**

The past week of clear frosty weather has given the dairymen a chance to get their potatoes dug and other work done before the winter rains set in.

Mr. D. Billings and wife and Professor Buell and wife and son were visitors on the Prairie last Sunday.

Miss Carrie Wells and Preston Marolf are two more of our young people who have agreed to love honor and cherish each other through life. Their many friends and neighbors wish them a long life of happiness and prosperity.

Willis Powell has added another thousand to the valuation of his dairy ranch, after so much hot air railroad talk in building a new yard fence and cement walk to his dwelling.

Miss Winnie Goynne, of Tillamook, spent Sunday on the Prairie.

Charles Wells, the experienced hunter and trapper had a good laugh over the stupidity of a gentleman from Portland, while hunting bear a few days ago. Charlie remarked as they came across a bear track, that here was a warm track, the gentleman on reaching down and feeling of the track, says that track is not hot, it is cold.

Born to the wife of Mr. Shields, a infant.

Mr. and Mrs. Preston Marolf will make their future home on the old place, Preston running the dairy ranch next year.

Fred Christensen has moved his bachelor quarters to the Allen House, Tillamook.

The union between Norway and Sweden existing since 1814, has been dissolved, both houses of the Riksdag having passed the Government bill repealing the act of union and recognizing Norway "as a state separate from the union with Sweden." The Lower House adopted the bill without debate, but two or three members of the Senate expressed the opinion that the dissolution was an irreparable misfortune and that the time would come when Norway would perceive the benefits of the union. Both houses subsequently passed the new flag law.

**Seattle Car-Barn Held Up.**

SEATTLE, Wash., Oct. 22.—Two bandits held up the Madison-street cable barn at 3:30 o'clock this morning, overpowered a nightwatchman and fireman, and, breaking into the company's strong box, made off with something over \$500. Much of the money was in small change, indicative of the bandits' prearrangement for handling the heavy weight.

The men forced an entrance two hours after the last car had turned in at the barn and everybody save a nightwatchman and fireman were gone. Mike Boyle, the watchman, was busy cleaning lamps when the bandits found him. They overpowered the man and tied him up to a street-car. Fireman E. J. Cole came out to investigate the noise and was immediately borne to the ground by the bandits. He was made fast to another car.

With the two men at the barn out of the way, the bandits took their own time about robbing the office. They broke into the engineer's tool chest and then attacked the sheet-iron box which the money collected from the various conductors is dropped. This box is used to hold the collections until they can be checked up and turned into a bank. It was a comparatively easy task to break it open and then escape.

This is the second time the Madison-street barn has been robbed. The first time the robbers climbed under the car-house and cut their way up into the drop box, removing the money from the bottom. In both robberies familiarity with the surroundings and company procedure has been shown by the robbers.

M. Terauchi, Minister of War, has issued an order instructing the Japanese army in the field to abstain from criticizing the terms of peace on the grounds that the declaration of peace and of war are entirely the outcome of sovereign power. His order forbids the criticism of either subject especially by those engaged in military service. He advises the soldiers to utilize the opportunities of peace after the abandonment of their regiments by engaging in their respective occupations, always holding themselves in readiness to join the colors at the Emperor's command.

At Astoria last week, a man whose identity is unknown was drowned about 9:15 o'clock in the river from a slip in the rear of the store of Ross Higgins & Co., where the launches Pilot and Louise were lying at the time. William Miller, who lives but a short distance away, was awakened by cries for help coming from the slip. He raised a window and called out, "Hold on I will help you!" Then without dressing he ran to the slip and went from the Pilot, which was inshore, to the Louise, calling out at the time, "Where are you?" Suddenly he heard a splash in the water near by and a cry of "Oh!" and that was the end of it. The next morning no one was reported to be missing, but that some man was drowned is certain.

Dr. P. J. Sharp, the experienced dentist is located in Dr. Wise's dental parlors, and is prepared to do nothing but first class work and give the best of satisfaction. If your teeth need fixing call upon him.

**A. & C. R. R. TIME CARD.**

EFFECTIVE SEPTEMBER 18 1905.

Leave	PORTLAND	Arrive.
8:00 a.m.	Portland Union	11:20 a.m.
7:00 p.m.	depot for Astoria	9:50 p.m.
Leave	ASTORIA	Arrive.
7:45 a.m.	for Portland and way points.	11:35 a.m.
6:10 p.m.		10:35 p.m.
SEASIDE DIVISION.		
Leave	ASTORIA	Arrive.
11:35 a.m.	for Seaside Direct	5:20 p.m.
Leave	ASTORIA	Arrive.
8:15 a.m.	for Warrenton Ft. Hammond, Ft. Stevens, Seaside.	10:45 a.m.
5:50 p.m.		7:40 a.m.
Leave	SEASIDE	Arrive.
4:30 p.m.	for Astoria Direct	12:30 p.m.
Leave	SEASIDE	Arrive.
6:15 a.m.	for Warrenton Ft. Stevens, Hammond, Astoria.	9:25 a.m.
10:30 a.m.		7:20 p.m.
Additional train leaves Astoria daily at 11:30 a.m. for all points on Ft. Stevens branch, arriving Ft. Stevens 12:30 p.m., returning, leaves Ft. Stevens at 2:00 p.m., arriving Astoria 2:45 p.m.		
*Sunday only.		
Through tickets and close connection via N. P. Ry. at Portland and Goble and O. R. & N. Co., via Portland.		
J. C. Mayo, G. P. A.		

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Electric Baths nicely fitted up. Good for persons suffering with rheumatism.

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The five essentials of satisfactory Drug Store trading which I offer you: Quality, freshness, equipment, skill, honest price.

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I am Headquarters for the authorized School Books for all Grades, and carry the largest stock of School Supplies in the County. Pens, Pencils, Ink, Slates, Sponges, Rulers, Copy Books, Tablets and everything required in the School Room.

**NEW MEAT MARKET.**

GO TO A. H. BEATY FOR

**PRIME BEEF, MUTTON PORK, VEAL AND SAUSAGE MEAT.**

We solicit your patronage and will give you satisfaction. Main Street, Tillamook.

**\$250.00 GIVEN AWAY!**



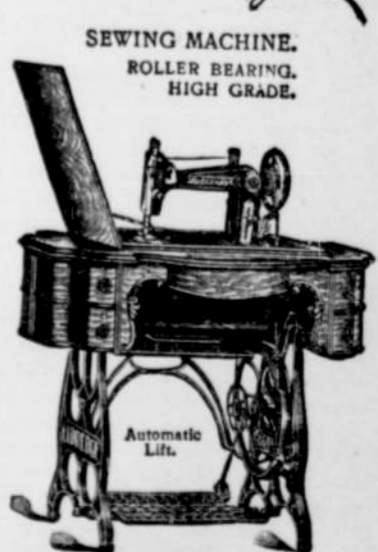
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Notice. The Headlight Office is located in new quarters South of Eugene Jenkins' Jewelry Store.