

NEW COAST LINE TO TILLAMOOK.

Will Connect Hill Lines at Portland with Santa Fe at Eureka.

NOT A GRADE IN SYSTEM EXCEEDING ONE PER CENT.

Short Route via Cornelius Gap Gives Exclusive Northern Pacific Connections.

The promoters of the Portland Oregon Seacoast Railway company are said to have laid out a program for a line of effort, which, if carried to its objective, will make the shortest line to Tillamook the shortest also between Portland and coast bathing resorts, and will form a connecting link between the Hill lines at Portland and the Santa Fe at Eureka, California. In the entire system projected by the new company, it is said, there is not a grade exceeding 1 per cent.

The short route via Cornelius gap gives the road an exclusive Northern Pacific connection at Portland, while the Lytle road via Buxton to Hillsboro provides an exclusive Southern Pacific connection, thus again drawing the line of competition sharply between the Harriman and Hill companies.

Was Surveyed Years Ago.

The Cornelius gap route to Nehalem and Tillamook long has been a Northern Pacific proposition. The route was surveyed by Engineer Cooper 15 years ago, and approved by President Oakes of the Northern Pacific, who abandoned the Hillsboro route as too long, and because it has a 2 1/2 per cent grade between Buxton and the summit of Nehalem divide. Work was commenced, under direction of William Reid, and several miles of grade was completed on the Astoria spur. The panic of 1883 sent the Northern Pacific and Mr. Reid into bankruptcy and work was stopped.

President Mellen of the Northern Pacific, next tried in 1901 to get from Scappoose to Tillamook, via Pittsburg, but the Hill-Harriman fight came on and retarded the project. It was found that three tunnels on Scappoose summit and a grade of more than 2 per cent would be necessary, and the project was dropped the following year.

Portlanders Subscribed.

Then it was suggested by local people that a road should be laid out that would give joint and equal connections to both the Northern and Southern Pacific, and satisfy the Hill and Harriman rivals by effecting with each a traffic arrangement. The Hillsboro-Gleno forked route consequently was adopted and 50 Portland men subscribed \$5,000 in 1902 to promote the enterprise, with no purpose to profit themselves, but for the benefit of the entire city and the coast region. It was named the Portland, Nehalem & Tillamook railway and, Wm. Reid was made secretary and counsel of the company.

Propositions were made to the Hill and Harriman people to carry out this scheme, and in 1903 Mr. Reid went to New York and met both factions. The Atlantic Securities company, a Rockefeller financial corporation, made the directors of the Portland Nehalem & Tillamook company a written proposition not only to finance, but also to construct 100 miles, from Portland to Tillamook and Nehalem, on a joint ownership basis.

Failed to Persuade Harriman.

Four months' option was given by the securities company in which the Portland, Nehalem & Tillamook directors were to put the project through. They were unable to effect the desired arrangement with Mr. Harriman. President Mellen was willing to go into the scheme, although the route proposed was 18 miles farther between Tillamook and the Gleno connection with the Northern Pacific than is the route now to be followed by the Portland Oregon Seacoast railway to its connection with the Northern Pacific at North Portland.

The Portland company kept on working, and when the Killingsworth joint traffic law passed the Oregon legislature negotiations were resumed with the London Share & Debuture company and concluded at Portland last June with a contract that the London syndicate supply money to build 100 miles, with a connection with the Southern Pacific at Hillsboro and another with the Northern Pacific at Gleno. Then followed the beginning of construction company, its failure and the turning over of the Portland, Nehalem & Tillamook franchises and rights of way to E. E. Lytle.

London Company Objected.

It was proposed by the old directors of the company that Mr. Lytle take also the financing contract with the London Share & Debuture company, which guaranteed to sell the bonds at 85 cents net for the company, but Mr. Lytle for some unexplained reason declined to have anything to do with the old company's arrangements or contracts. The London people objected to the change of local ownership, declined to cancel its contract with the local company and insisted upon proceeding with construction of a coast line. As a result, the Portland Oregon Sea Coast Railway company has been incorporated in London and Salem, to build an independent coast system that will aggregate 500 or 600 miles of tracks. There is a well authenticated report that the proposi-

tion is backed by the London owners of the majority stock of the Santa Fe railway—a fact that was published exclusively by The Journal several days ago.

Claims many Advantages.

Mr. Reid claims the following advantages of the proposed Northern Pacific Santa Fe link over any other projected coast line: That the route is 18 miles shorter between Portland and Tillamook the grade is lower, being 1 per cent for the first 34 miles out of Portland, with 1 3/4 miles on the summit of the Nehalem divide having a grade of 90 feet to the mile, and thereafter a 1 per cent maximum to Nehalem and Tillamook bays; that the road will run through non-competitive local territory from 15 to 20 miles removed from the Lytle road, crossing its track but once, and meeting it only at their joint ocean terminals; and that the seacoast road will make an exclusive Hill connection at Portland, while Mr. Lytle's road will make an exclusive Harriman connection here. The original directors of the Portland & Nehalem feel that their investment of \$5,000 for a promotion fund was well spent and has more than accomplished the purpose they set out to attain.

Denies Connection With Hill.

Mr. Reid was asked if the Portland Oregon Seacoast railway is being backed by Mr. Hill, and if it had anything to do with his sudden departure a few days ago for London. He denied that the new company is directly or indirectly connected with the Hill companies. A favorable traffic arrangement could be effected with the Hill roads, he said, on western shipments via Portland, and the proposed Northern Pacific bridge over the Willamette would be a decided advantage to the new road in the matter of grade as well as traffic.

Explaining the object of the company's proposed line from East Portland to the southwest, Mr. Reid was noncommittal. This is the route of the proposed main line to a coast connection with the Santa Fe. He said he had surveyed this route a distance of 87 miles in 1888. It had a 1 per cent grade from Portland to the sea, via McMinnville. A good route was found up Panther creek. The timber has been largely burned on the Nes-tucca, but the route runs through a good dairying and farming region, and, as Nestucca beach is 87 miles from Portland, it would form the shortest rail line to sea bathing resorts. Seaside being 118 from the Portland main station Mr. Reid says the new arrangement with the London syndicate provides that construction work shall begin next March.

WILL BUILD THE TILLAMOOK ROAD AGAINST TIME.

E. E. Lytle to Finish Twenty Miles of Pacific Line by July.

By resorting to every resource that determined railroad men employ when pushed by conditions of an unusual construction contract, E. E. Lytle, president of the Pacific Railway & Navigation company, will complete 20 miles of railroad in eight months. On Monday he had 250 men at work on the grade, and the first five miles will be completed by December 31.

The contract under which he took over the Hillsboro franchise and right of way requires that 10 miles shall be completed by May 1, and 10 additional miles by July 1. Mr. Lytle has succeeded in getting enough 60 pound rails from the mills immediately to carry the work through to the 20 mile point. The first consignment will arrive over the Northern Pacific from Duluth rolling mills tomorrow.

There are two miles of the grade today ready for the rails. A construction force of 150 men has been at work for the last week on the right of way. The force will be increased Monday. Chinese laborers are being drafted to aid in the emergency.

Contracts have been let to Willis E. Potter, of Portland, for the timbers and lumber mill products, including ties. The disadvantages of working on railroad construction in the winter season are not to be allowed to interfere.

The published statement that the Pacific Railway & Navigation company will make an exclusive Harriman railroad connection at Hillsboro or Portland is incorrect," says Mr. Lytle, "and this company will build to Scappoose and there connect with the Northern Pacific. The spur will branch off from the main line at Pittsburg, about 38 miles from Hillsboro, and it will be built as soon as construction on the main line reaches Pittsburg."

Mr. Lytle says the road will not end at Hillsboro, but will be built on into Portland. The route of the survey shows an entrance into South Portland on the west side of the river.

The road is being surveyed by a force under direction of Chief Engineer Wanzler to Nehalem, continues down the coast to Tillamook, and forms a loop, returning eastward via the main stem to a connection with the main stem near Buxton. Another branch leaves the line at Humburg creek and proceeds northwest over the divide to the Lewis and Clark river, which it follows to Astoria.

Mr. Lytle's proposition embraces four deep water harbors—at Portland, Astoria, Nehalem Bay and Tillamook bay, and links all of them together, also

covering the intervening country with lines that follow heavily timbered streams and penetrate good agricultural country. The Wilson river route will, it is expected, become a favorite road to the sea beach.

PUSHING WORK ON SANTA FE COAST ROAD.

Will Connect Tillamook with San Francisco and Portland.

SAN FRANCISCO, Nov. 22.—An impression prevails among railroad men here that the hand of Santa Fe Railroad will be found in the management of the affairs of the railroad company incorporated in Oregon yesterday. It is believed that the line proposed to be constructed from Portland to Eureka is intended as a connecting link in a chain of roads to operate between San Francisco and Portland under Santa Fe management.

President Ripley of the Santa Fe, in an interview here, said that rumors of the cessation of construction of the line from Eureka south to the northern terminus of the California Northwestern were untrue. "We are at work on the road," he said, "and it will be completed within a year and a half. That will give rail road connection between San Francisco and Eureka, and the run may be made in 11 hours."

As the line from Eureka to Portland is to be finished in about 18 months, a new through line from this city to Portland seems assured.

Facts brought out yesterday through the incorporation of the Portland-Oregon Seacoast Railway Company, so far as they pertain to a connection with the Atchison, Topeka & Santa Fe at Eureka, are but a confirmation of the exclusive story published by The Telegram Wednesday, September 20, of the activity of the Rockefeller interests; and that the Coast territory and that included in Northwestern Oregon was being mapped out for an invasion by the Santa Fe. F. M. Brisbane, chief engineer of the Western grand division of the system, has been corresponding with local men for some months with reference to that section of the state.

Terminus in Astoria Wanted.

It was foreseen by strategists following the play of the steel rail manipulators that the Santa Fe could ill afford to make its Western terminus at Eureka. Humboldt Bay was not the sort of harbor that would fill the requirements of the system, and it was generally understood the plans for Western development included the construction of a line north on the Coast, tapping Coos Bay and such other ports as would eventually provide outlets to the Orient. Anticipating such a move, the Harriman system is credited with having arranged for the Coos Bay-Drain feeder and the binding of the local road from Marshfield to Myrtle Point so that Santa Fe might not take that over to serve as a link in the Coast end.

A. B. Hammond's private prediction that Astoria would soon be on the map of a transcontinental system was remembered when the new movements became known, and his connection with the Astoria & Columbia River road gave rise to the belief the Santa Fe might find it an admirable property to acquire. Harriman's option on the road expired in September. The friendly feeling existing between Messrs. Hill and Rockefeller paves the way for the transfer of the A. & C., and the Northern Pacific branch from Portland to Goble with the completion of the Northern Pacific and Great Northern line down the Columbia, or at least the entering into of an understanding whereby the Northern Pacific right of way might be utilized without interference.

A few days after the publication in The Telegram of the part Mr. Brisbane had assigned to him, it became known a party of surveyors was working on the Coast who were not connected with any local road. The engineer in charge later forwarded a report to the New York headquarters of Mr. Rockefeller, which was most complete, designating grades, altitudes, curves and such other data as would prove a value to strengthen the effort made to finance the extension.

Santa Fe Now Unfettered.

While it has been given out there was an agreement existing between the Santa Fe and the now defunct Portland, Nehalem & Tillamook, whereby it was stipulated that if the Oregon corporation carried its line south it would be met by the Rockefeller road, since that time the understanding between the Southern Pacific and Santa Fe regarding the conduct of each in that territory was betrayed by the Harriman line and the Santa Fe is free to proceed as it chooses. The information given out today that the connection between Eureka and the California Northwestern would be started at once and completed within a year and a half is taken to indicate the Santa Fe has decided to proceed with the Oregon project.—Portland Telegram.

Notice.

This is to give notice, that no hunting or trespassing is allowed on my farm at Sandlake. A. HEMBRER.

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Next door to TILLAMOOK COUNTY BANK. Local Phone.

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THE ALLEN HOUSE,
J. P. ALLEN, Proprietor.
Headquarters for Travelling Men.
Special Attention paid to Tourists.
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STEAMERS—SUE H. ELMORE, W. H. HARRISON.
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Fruit and Ornamental Trees, Small Fruits, Vines.
Fine Assortment of Rose Bushes.
Send us list of trees wanted and prices will be quoted by return mail.

This is to certify, that I have this 27th day of December, 1904, inspected and examined the Nursery Stock of Mr. E. P. Smith, of The Eastwood Nurseries, Gresham, Oregon, and so far as I am able to ascertain, have found it in good, marketable condition and clear of any serious insect pest or disease. Their methods of handling and growing stock are first class.
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Centrally Located. Rates, \$1 Per day
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TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Portland, Oregon, Sept. 26, 1905.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
KATE COX, Of Republic County of Perry, State of Washington, has this day filed in this office her sworn statement No. 667, for the purchase of the SW 1/4 of Section No. 32, in Township No. 5 South, Range 10 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the County Clerk of Tillamook County, Oregon, at Tillamook City, Oregon, on Wednesday, the 6th day of December, 1905. She names as witnesses: Mand Oliver, Walter C. Bailey and John H. Oliver, of Tillamook, Oregon; and James C. Cox, of Republic, Wash.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 6th day of December, 1905.
ALGERNON S. DRESSER, Register.

TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
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JAMES C. COX, Of Republic County of Perry, State of Washington, has this day filed in this office his sworn statement No. 667, for the purchase of the SW 1/4 of Section No. 11, in Township No. 6 S., Range No. 10 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the County Clerk of Tillamook County, at Tillamook City, Oregon, on Wednesday, the 6th day of December, 1905. He names as witnesses: Walter C. Bailey, John H. Oliver, Mand Oliver, of Tillamook, Oregon; Kate Cox, of Republic, Washington.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 6th day of December, 1905.
ALGERNON S. DRESSER, Register.

TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Portland, Ore., Aug. 29th, 1905.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
ERNEST J. GIENGER, Of Tillamook, county of Tillamook, State of Oregon, has this day filed in this office his sworn statement No. 666, for the purchase of the SW 1/4 of Section 31, Tp. 7 north, range 9 west, and N 1/2 of SW 1/4, sec. No. 6, in township 1 North, Range No. 9 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the County Clerk of Tillamook County, at Tillamook City, Oregon, on Thursday, the 7th day of December, 1905. He names as witnesses: John Hathaway, of Tillamook, Ore.; Lewis Smith, of Hobsonville, Ore.; Frank Crane, of Hobsonville, Ore.; George Williams, of Tillamook, Ore.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 7th day of December, 1905.
ALGERNON S. DRESSER, Register.

TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Portland, Oregon, October 9th, 1905.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
RUTH WILKES, Of Hobsonville, county of Tillamook, State of Oregon, has this day filed in this office her sworn statement No. 668, for the purchase of the N 1/2 of SW 1/4 of SW 1/4, sec. 34, and NE 1/4 of SW 1/4, of section No. 33, in Tp. No. 3 W. range No. 10 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the County Clerk, at Tillamook City, Oregon, on Saturday, the 6th day of January, 1906. She names as witnesses: Louis L. Smith, Andrew Peterson, of Hobsonville, Ore.; Robert Watt, of Bay City, Ore.; Harry Crane, of Hobsonville, Ore.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 6th day of January, 1906.
ALGERNON S. DRESSER, Register.

TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Portland, Oregon, October 23rd, 1905.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
ROBERT LOUDEN, Of Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement, No. 669, for the purchase of the E 1/2 of N 1/2 and E 1/2 of SW 1/4 of sec. No. 12, in Township No. 1 south, Range 7 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver, at Portland, Oregon, on Tuesday, the 9th day of January, 1906. He names as witnesses: Alexander McDonald, C. E. Shepherd, C. H. Olson, and W. H. Petrie, all of Portland, Or.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 9th day of January, 1906.
ALGERNON S. DRESSER, Register.

TIMBER LAND ACT, JUNE 3, 1878.—NOTICE FOR PUBLICATION.
United States Land Office, Portland, Oregon, November 20th, 1905.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3rd, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892,
GEORGE B. LAMB, Of Tillamook, county of Tillamook, State of Oregon, has this day filed in this office his sworn statement No. 672, for the purchase of the E 1/2 of SW 1/4 and W 1/2 of E 1/2 of sec. No. 24, in Tp. No. 1 S., Range 8 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Portland, Oregon, on Tuesday, the 13th day of February, 1906. He names as witnesses: Wayne W. Wiley, Charles A. Johnson, of Tillamook, Or.; Fred Skump, of Trask, Or.; Chas. I. Clough, of Tillamook, Or.
Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 13th day of February, 1906.
ALGERNON DRESSER, Register.