

THE RAILROAD GIVES TILLAMOOK A BOOST.

E. E. Lytle is a Benefactor to the County.

LAND VALUES TOOK A JUMP.

Many Improvements Going On--The Most Successful and Profitable Year for Dairying--The County has a Bright Future Before It.

When the Oregonian made the public announcement in the fall of 1905 that Mr. E. E. Lytle, President of the Pacific Railway and Navigation Company, had become financially and personally interested in the proposition of building a railroad into Tillamook County, and that the road would be pushed through to completion, it had a wonderfully stimulating effect upon the citizens of this county. Previous to that time, and for a period of many years, railroad procrastination had become so frequent that the settlers lost all confidence and had no faith in the many "hot air" scheme which they were asked to take an interest in and which proposed to give Tillamook County railroad connections with Portland, the natural center of commerce and trading point for this rich, undeveloped and long neglected Coast country, which had been left to rustle for itself, although it was but 60 miles directly west of Portland. Although many new settlers came into the county, they soon became tired of the isolated and bottled up condition, and they gradually pulled up and left for parts more favorably supplied with transportation. For a number of years the population showed a steady decline at a time when other parts of Oregon, better favored than Tillamook County, but with less opportunities to make money, were on the increase, and having to depend upon a miserably poor monopoly transportation company with irregular service for shipping dairy produce and getting in supplies, the outlook was anything but pleasing to those who had toiled year after year with the object of making Tillamook the dairying county of Oregon, nor was it inviting to those who were seeking new homes in Western Oregon.

Nevertheless, there were a large number of settlers who had implicit faith in Tillamook, and notwithstanding the many difficulties they had in getting their produce to market, with the Coast range of mountains on the East and the Pacific Ocean on the West and bad roads in winter, it took men with nerve, industry and perseverance to contend with the many difficult problems they had to meet with, but having the staying qualities and the industry they kept on plodding ahead and improving their farms. What praise can be said of the early settlers into Oregon can be said of those who settled in Tillamook in recent years, only that the county was left to rustle for itself and to depend upon its own resources when other parts of Oregon were doubly blessed with regular railroad and shipping facilities.

That was the condition of affairs when the glad news, through the Oregonian, reached Tillamook that Mr. Lytle, unlike his predecessors, who had boasted so much about giving railroad transportation to this county, meant business. The Oregonian at the same time assured the citizens that the railroad would be built, for it said at that time: "With his experience, capital and prestige, Mr. Lytle can do more towards opening up this long neglected field to industrial exploitation than any man who has ever attempted the work. It is needless to state that Portland will do everything possible to assist him in the undertaking." The Oregonian's prediction came true, but still there are a great many business men in Portland who are totally ignorant of the many undeveloped resources, not only of Tillamook, but in all of the Coast counties, and it is a shame that they have suffered for so many years for lack of railroad facilities and harbor improvements, with their wonderfully rich and undeveloped resources, yet so near, but so far away from Portland, with which they are wanting to trade.

The Pacific Railway & Navigation Company was organized and Mr. Lytle became its president, the man who had pushed the Columbia Southern through to completion against many difficulties and open-

ed up a county that was needing railroad facilities badly. Mr. Lytle was fortunate in securing the services of Mr. George L. Davis as the chief engineer of the Pacific Railway & Navigation Company, and it devolved upon him the responsibility of locating the railroad, and the honor, over the Coast range of mountains and through a rough, undeveloped and uninhabited stretch of country. After going through the country afoot and having to contend with many personal difficulties, and at the risk of his own health, he pronounced the project feasible, and with his experience in railroad building, genial and gentlemanly manner, resulted in the road being started, and which soon promises to be completed.

It is only natural that the citizens of Tillamook County should look upon Mr. Lytle and Engineer Davis as their benefactors, for they, and especially Mr. Lytle, have done a great deal to give Oregon railroad facilities, and especially Tillamook County, when no one else would undertake or tackle the undertaking of building over the Coast range and affording relief to the long neglected Coast counties.

There is a general feeling of profound sympathy and regret for Mr. Lytle in this county on account of his being indicted as a result of the financial difficulties of the Oregon Security and Savings and Trust Company, of which he was a director, but, placing implicit faith in the officers of the bank who did a number of illegal acts unbeknown to him at a time when Mr. Lytle's time was engrossed with building a railroad into Tillamook, and in consequence he did not know that the bank was insolvent. While Mr. Lytle was vice president and director of that institution, his attention was taken up with the numerous difficulties and perplexities of building the Tillamook railroad and other weighty problems that came up to him to be solved in connection with its construction, that he was able to give the bank but little attention. This appears to have been taken advantage of by the bank officials, who used the bank's funds recklessly and for their own selfish ends, resulting in its eventual bankruptcy and indictment against themselves and Mr. Lytle, who relied implicitly upon the honesty of his associates, who were entrusted with the sole management of the bank. These men had heretofore lived exemplary lives and were men of highest standing in the community. Mr. Lytle sustained a personal loss of over \$40,000 by the bank's failure and never profited a cent. This occurred at a time when Mr. Lytle was wrestling with the financial flurry and labor problems building the railroad into Tillamook, and it is a most regrettable thing that so useful a citizen as Mr. Lytle, who has done so much for the development of the state, should be persecuted for the misdeeds of others. The people of Tillamook afforded Mr. Lytle every assistance in prouing rights of way and the business relations between them have been of a most pleasing character, for Mr. Lytle is making good what he promised in 1905.

As a result of this conditions have wonderfully improved in Tillamook, land values immediately commenced to crawl up, so much so that dairy farms have more than doubled in values, adding several million dollars to their valuation. It is no uncommon thing in Tillamook for dairy farms valued at from \$10,000 to \$30,000 to change hands the past year. A large number of the dairymen, who first started the dairy industry, have sold out at handsome figures and have enough to live on for the rest of their lives. It is Mr. Lytle's efforts in building the railroad into Tillamook which made this possible.

The dairy industry also took a boom and the output is growing every year. This will be the banner year for dairying in Tillamook county, for it will have turned out more cheese of a better grade and

at a greater profit than any previous year, consequently there is more prosperity and capital per capita in this county than in any agricultural section of Oregon. Although the population of Tillamook is only about 7000, the Tillamook County Bank has about 1000 depositors, a large portion of whom are dairymen who have had bank accounts for a number of years.

Beach property have become quiet valuable and sought after, incident to the building of the railroad into Tillamook. The improvements which are going on make them attractive to those who want beach property. The prospects look decidedly promising for this county to become the most popular summer resort in Oregon.

Tillamook City had quite a building boom this year and made many improvements, especially in the business portions, with new concrete buildings and cement sidewalks, with the prospect that these improvements will continue for a number of years. The railroad was the cause of city property taking a tremendous jump.

The deposits in the banks show a large increase. The total deposits of the two banks in Tillamook City—Tillamook County Bank and the First National Bank—on the 15th day of May, 1907 (the first statements available) were \$334,578.01, while, on the 10th day of November, 1909, with the addition of two small banks, one at Bay City and the other at Nehalem, now amount to \$563,419.03. The capital stock of these banks amount to \$88,400, and their loans, discounts, bonds and warrants amount to \$419,386.26.

With the prospect of the railroad being completed next year, and incident to which a large number of industries will be started, the outlook for Tillamook County looks exceedingly bright, not only as a large lumber manufacturing center, but in a few years from now the dairy industry will bring into the county a million dollars annually, to say nothing of the other undeveloped resources of the county, which will become a most valuable feeder for Portland.

This great change came to Tillamook County because Mr. Lytle had the enterprise and Western grit to open up this country with railroad transportation. Many men have already become quite wealthy on account of Mr. Lytle's pluck, and many more will reap the same benefits. It is no wonder that the settlers in this county look upon Mr. Lytle as their benefactor, and too much praise cannot be bestowed upon him for opening up to commerce this long neglected, bottled up Coast county.

It is not generally known that before the late Mr. Harriman went to Pelican Lake on his last visit there, that he had decided to abandon the Tillamook road. Mr. Lytle went to New York and remained with the railroad magnate for several days with a view to getting him to change his mind, which he did, with the result that Mr. Kruttschnitt, chief of the maintenance department, was sent to Tillamook to look over the situation with the result that he reported favorably and the money was forthwith available to carry on the work.

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