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Put This Out and Mail

REPORT THAT HARRIMAN WILL BUILD DOWN WILSON: And that Hill will be Blocked at Several Points.

From the Oregon Journal.
Hardly has declaration of peace been announced and the smoke of battle blown away from the Deschutes river canyon before it has become evident that another and more bitter encounter is about to begin in northwestern Oregon, with Wilson river canyon as the field of battle. This time the Harriman generals hope to hold for their own the rich domain of the Tillamook country.

The announcement of the opening of hostilities does not come in the form of an open challenge, but stands out prominently in the statement authorized by President C. E. Lytle that the P. R. & N. will build a second line into Tillamook to form an important thread in the network of roads that his company plans spreading over the counties of Columbia, Clatsop, Tillamook and Washington.

Products Going to Waste.
In these counties an almost unbroken body of 75,000,000 feet of the finest fir timber is awaiting transportation facilities and the saw, and thousands upon thousands of tons of the products of farm and field are allowed to go to waste every year because of inability to reach the market promptly.

The Harriman map of these four counties, if followed in every detail, will leave none of the many timbered slopes and fertile valleys wanting for modern means of communication, and incidentally it will mean a second railroad from Portland to Astoria, along the Nehalem and Clatskanie rivers and Young's bay.

But most important is Mr. Lytle's announcement that the P. R. & N. company is to build a second line into Tillamook on a survey practically along the same route on which Hill surveyors and right of way men have been working for some time and on which they are still busily engaged, with orders to proceed with all possible speed.

Must Rush Construction.
The P. R. & N. company has held a survey along the Wilson river for nearly two years, and hence to make good will have to complete construction of the line within the next three years. This, Mr. Lytle states, can be done. But the early survey was not as complete as desired when it became definitely known that behind the United Railways stands the formidable Hill system. Hence no time was lost in getting under way, and in the deepest secrecy activity that would reinforce the weak spots and make the company's position invulnerable was deemed necessary.

Harriman Scouts Busy.
In the past few weeks, while the Hill generals were perfecting plans for peaceful invasion of the chosen field, Harriman scouts were busy reinforcing their strongholds. And the opinion is that they let no grass grow under their feet during the brief period of time allowed for preparation.

The Harriman line now in course of construction will be referred to as the northern branch of the Tillamook road while the road intended to harass the Hill forces will be identified as the southern branch. Although practically paralleling

for a considerable distance, it is figured that the enormously rich Tillamook country will easily sustain both roads.

The northern branch connects with the west side line of the Northern Pacific at Hillsboro. The south branch is to have the same physical connection by joining the northern branch at the town of Banks, near which the United Railways crosses that of the Harriman line. From that point on toward Tillamook the battle for supremacy will be waged. This side of Banks the route of the United Railways will not be molested, because at no point could it be attacked effectively.

Follows Winding Contour.

Beyond the town of Banks the survey of the United Railways practically follows the winding contours of Gales creek to its headwaters. It makes the elevation of the summit that forms the headwaters of Gales creek and Wilson river after passing through Cedar canyon, and it is at the summit that the first encounter with the Harriman obstacles is likely to occur. But this, it is held, is not the most serious obstacle. If successful in overcoming this obstacle the Hill right of way men will run against a more serious problem after having followed the bed of the Wilson river canyon, or the Paquet place. At this particular point the stream forces its way down the slope through a very narrow space with rock walls towering almost perpendicularly on both sides to a height of about 40 feet. Here it is understood, agents for the Harriman interests have succeeded in gaining control of the right of way by purchasing options on the only available land.

Would Cost a Million.

The only apparent way to overcome this obstacle, it is said, is to tunnel the rocky promontory around which the river whirls its waters in its race for the sea. To accomplish this, it is estimated, would entail the expense perhaps of a million dollars.

It was about two years ago that the P. R. & N. company ran a survey along Wilson river and Gales creek, the route now being adopted by the United Railways, but it was abandoned temporarily for the route over which the north line is being built. This, with the holdings at the strategic points referred to, it is expected, will furnish sufficient obstacles for the Hill road to permit the building of the Harriman line before the dispute can be settled through tedious grind of the courts. It is said the Harriman system never did seriously figure on competition from the United Railways until Mr. Hill announced ownership.

The territory drained by Wilson river is heavily timbered and will furnish an immense quantity of lumber tonnage for years to come until the logged off lands become available for agricultural purposes when whatever faction draws out of the fight victorious will find the field profitable despite competition from the line being built by the P. R. & N. company.

United Railways Proceeds.

Apparently the chief purpose in the fight to be inaugurated by the Harriman people is to furnish balm for the wounds inflicted upon them by the Hill forces in the battle of the Deschutes canyon.

In the meantime the United Railways is proceeding with its surveys, having reached a point opposite the property of the Wilson River Lumber company, about half way between the towns of Glenwood and Tillamook, a few miles north of the Wilson river canyon, where the Harriman engineers and legal advisers believe they can block further progress of their aggressive competitors.

Apparently no effort will be made to interfere with the building of the Forest Grove-Glenwood branch planned by the United Railways, it being figured that it will not be constructed if the Wilson river barriers can be made to block the main line into Tillamook.

Another Line to Tillamook.

Mr. Lytle, of course, does not say in so many words that it is the interest of the P. R. & N. company to interfere with or block progress of the United Railways.

"We have decided to build another line into Tillamook," he explained, "on a survey along the Wilson river. We have located our line and have secured the most important sections of the right of way."

"Yes, I understand that the United Railways' survey also follows the Wilson river, and it seems space may be a little crowded for two lines. But the P. R. & N. is well protected at all of these points."

"The line now being built from Hillsboro to Tillamook is progressing as well as could be expected in view of the many delays caused last winter by wet weather and inability to get men. The intention is to start work on the Wilson river line in time to have it completed within two or three years."

"In the meantime many other branches will be built. One will connect Portland with Astoria. This branch will extend from the line now building at a point only a few miles beyond Buxton to Veronia, thence to follow the circuitous route of the Nehalem river by way of Pittsburg and Mist to Jewell and thence along the Clatskanie river and Young's bay to Astoria."

"At Jewell this line will connect with another branch to Clatsop, following the headwaters of the Lewis and Clarke river. We have also located a line near Elsie, down the Nehalem river to a point where the line now being built leaves the Salmonberry river canyon for the Nehalem river. Another line has been surveyed and located to parallel the Miami river from the head of Nehalem bay to the head of Tillamook bay. This line will tap a rich section of country and will prove a valuable feeder to the lines into Portland."

"We expect to have most of this work completed within three years." The estimate cost of these extensions is not stated, but it will run into many millions, since it is known that construction of the Hillsboro-Tillamook line is costing approximately \$40,000 a mile.

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TWO-LINE PROJECT REJECTED.

Harriman Lines Have No Intention of Doubling to Tillamook, Report.

There is no intention on the part of the Harriman railroads to build two lines to Tillamook, according to a statement made by E. E. Lytle, president of the Pacific Railroad & Navigation Company. Although surveys were made down the Wilson river, to Tillamook, from Nehalem river to Astoria, and others in the same neighborhood, he declared these were old surveys made prior to the construction of the Lytle road.

These results were made at the time it was decided to build to Tillamook, and the best route was decided upon, following the final surveys of September, 1905.

Mr. Lytle declared he had received no appropriation for any further work, and could not say when, if ever, the other roads would be built. It would, of course, be a very long time, but there was not the slightest intention to enter into competition with the United Railways. Nevertheless, Mr. Lytle said, there was a belt of timber on the Wilson river that could only be reached by a Wilson river logging road. Railroad reports for some time have had it that a 20 mile logging road would be constructed down part of the length to tap this timber.—Oregonian.

Notice of Change of Name.

NOTICE IS HEREBY GIVEN,—That the County Court of the State of Oregon, for the County of Tillamook, did on the 7th day of February, 1910, duly make and enter in the Journal of said court, an order and decree, decreeing that the name of Harry William Angelo be changed to that of Harry William Scovell; that the name of the said person shall forever hereafter be Harry William Scovell, and that due, lawful and public notice of such change of name be published in the Tillamook Headlight, and this notice is published pursuant to said order and decree.

In witness whereof, the Clerk of the County Court aforesaid has set his hand and affixed his official seal on this 19th day of February, 1910.

J. C. HOLDEN, County Clerk.

Notice.

NOTICE IS HEREBY GIVEN,—That the County Court of Tillamook County, Oregon, will receive bids for the delivery of 75 piling, at what is known as the Erickson place, on Wilson river.

Said piling to be cut 35 ft. long and not to be less than 16 inches at the butt, and delivered in the river or on the bank at the above place.

Said bids to be filed with the County Clerk, not later than Wednesday, June 1st, 1910, at 9 o'clock a.m.

Court reserving the right to reject any and all bids.

J. C. HOLDEN, County Clerk.

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only when a lazy liver and sluggish bowels cause frightful despondency. But Dr. King's New Life Pills expel poisons from the system; bring hope and courage; cure all Liver, Stomach and Kidney troubles; impart health and vigor to the weak, nervous and ailing. 25c. at Chas. I. Clough's.

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Notice.

NOTICE IS HEREBY GIVEN,—That the County Court will receive bids for the construction of a bridge across the Wilson River, at what is known as the Keifer place, said bridge to be a wood span and 125 feet in length, constructed according to plans and specifications on file at the office of County Clerk.

A certified check equal to 5 per cent of the amount of the bid must accompany each bid as a guarantee that the bidder will execute a bond for the completion of the contract if awarded the same.

All bids to be filed in the office of County Clerk of Tillamook County, Oregon, on or before 9 o'clock a. m. Wednesday, the 1st day of June, 1910.

The court reserving the right to reject any or all bids.

By order of the County Court.
J. C. HOLDEN, County Clerk

An Ideal Husband

is patient, even with a nagging wife, for he knows she needs help. She may be so nervous and run-down in health that irides annoy her. If she is melancholy, excitable, troubled with loss of appetite, headache, sleeplessness, constipation or fainting and dizzy spells. She needs Electric Bitter, the most wonderful remedy for ailing women. Thousands of sufferers from female troubles, nervous troubles, back-ache and weak kidneys have used them and become healthy and happy. Try them. Only 50c. Satisfaction guaranteed by Chas. I. Clough.

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Mr. Isaac Cook, Commander of the above Post, Kewanee, Ill., writes: "For a long time I was bothered with backache and pains across my kidneys. About two months ago I started taking Foley's Kidney Pills and soon saw they were doing just as claimed. I kept on taking them and now I am free from backache and the painful bladder misery is all gone. I like Foley's Kidney Pills so well that I have told many of my friends and comrades about them and shall recommend them at every opportunity. C. I. Clough.

Biliousness and Constipation.

For years I was troubled with biliousness and constipation, which made life miserable for me. My appetite failed me. I lost my usual force and vitality. Pepsin preparations and cathartics only made matters worse. I do not know where I should have been today had I not tried Chamberlain's Stomach and Liver Tablets. The tablets relieve the ill feeling at once, strengthen the digestive functions, purify the stomach, liver and blood, helping the system to do its work naturally.—Mrs. ROSA POTTS, Birmingham, Ala. These tablets are for sale at Lamar's drug store.

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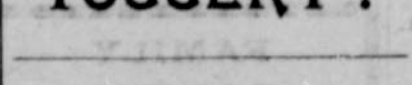
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