

Railroads to Tillamook Nears Completion.

P. R. & N. C. ROAD

The Pioneer Railroad to Build to Tillamook.

After many years of waiting, and many more or less bona fide attempts to connect the famous Tillamook Valley with the outside world, the first railroad project to make good will be finished this year, and 1911 will open up a new era for the "land bound," and sometimes "water bound," citizens of this beautiful, fertile valley. They have spoken heretofore of a trip to Portland as "going outside," and the return to Tillamook as "going inside." Indeed the local vernacular indicates the isolated condition that has prevailed. The coming of the railroad has changed all this and the citizens of Tillamook County are looking forward to the time when they can have all the conveniences of travel to which a country so rich in natural resources is entitled. Perhaps there is no other railroad offers, in so short a mileage, the variety and wonderful beauty of scenery as does the Pacific Railway & Navigation Company.

Leaving Portland one traverses for some miles the Willamette Valley, giving a picture of peace and plenty. Soon the locomotive begins its heavy breathing and the train is rushed through the first tunnel; at once there breaks upon the view an endless expanse of forest that appears like a waving sea of green.

Brought into close proximity, however, the traveler realizes the size of the individuals that go to make up the picture; veritable giants they are. Miles and miles of them on either side of the railroad which penetrates the very heart of the Coast Range. This is said to be the finest standing body of timber in the world, and seeing it one will believe.

In the early days of Oregon's history (not so long ago, either) the best citizen was the one that could destroy the greatest number of these Monarchs of the Forest; the sole object of life being to "clear the land." The Oregonian is now beginning to appreciate his inheritance; "beginning" is the word, because not one-tenth of the people do realize the natural resources of this great state. If they did, the "Lytle Road," so-called, would not have waited all these years for outside capital.

The finished line will disclose to view some of the difficulties encountered in building a railroad through the Coast Range, but only the few who actually did the work will realize what has been overcome. Locating a line of railroad through a country whose contour can be seen in one thing, and through a forest jungle with precipitous mountainsides is another. The engineer must find the most economical path as to grades and construction, and when this is accomplished miles and miles of adjacent country has been surveyed thoroughly. This has been a long, difficult piece of work, but the end is in sight.

The traveler soon finds himself in the Nehalem Valley, and a beautiful fertile valley it is; the road follows the river and bay of the same name toward the sea until suddenly as the train rounds Fisher's Point, the Pacific itself bursts upon the view; running very close to the "edge" of things for nine miles, the traveler is virtually at sea, for where the track rounds Garibaldi Point, just outside Tillamook Bay, it really appears to be over the water. This wonderful view alone is worth the trip; skirting the bay closely Tillamook City is reached and the passengers are landed in the very heart of the busy little city that has held the fort for over 50 years.

It takes a great deal of optimism to see returns from the great sums expended on such a road as this; while the communities feel the impetus at once the railroad must bide its time, but eventually they too will make good. The opening up of this new territory means a great deal for Portland. It brings "home" the traffic that has been tributary to seaports principally. The traffic of the present with its dairying products and the supplies incident thereto, it is expected, will greatly increase. The coming of the railroad will cause ten blades of grass to grow where one has been.

The beautiful beaches made accessible will give Portland at least a three-hour service to several summer resorts that are not surpassed on the Pacific, for here we have not only the sea bathing in the same old ocean, but a fine stretch of hard sand and several beautiful fresh water lakes fed by mountain streams

and shallow enough to be warm. The hunting and fishing are within easy walking distance and beach resorts offering a greater variety of amusement for the brain-weary are hard to find.

The completed road will stand as a monument to E. E. Lytle, who organized the Pacific Railway & Navigation Company, and whose efforts resulted in the securing of the capital necessary to inaugurate the project. For years he fought against discouragements. When the panic of 1907 came it caused the cessation of construction work. After the flurry had passed Mr. Lytle secured the financial backing of the Harriman interests. It is promised that operation of trains will begin about July 1 of this year.

The construction of the Lytle railroad, as it is called in honor of the man responsible for its inception, presented probably greater engineering difficulties than it has been necessary to overcome in the building of any other railroad in the United States. In the first place it was necessary to cut a right of way through dense forests for the greater share of the road's 90 miles of length. The cutting of this trail cost about as much a mile as it is necessary to expend to place a prairie railroad in readiness for operation. The entire financial outlay will approximate \$5,400,000, or about \$60,000 a mile.

There are many tunnels, several of them of great length. In many places the road passes over high-banked streams and deep chasms. Some of the bridges are of height and length sufficient to give them rank in the list of the world's greatest railway bridges. The grade winds around streams, under and through hills and over the Coast Range of mountains, from whence it descends to Tillamook Bay, touching Bay City and terminating at Tillamook City, the county seat of the county of the same name.

The road taps a country rich in natural resources and possibilities of development. There are millions of feet of standing timber and the district is especially adapted to dairying and the growing of practically all kinds of agricultural products.

Hill Rushing Road to Tillamook.

The Hill line (United Railways) is now pushing its way with rock and dynamite through the coast Range and within another year will give Tillamook County another almost direct air-line through wonderful mountain scenery from Portland to Tillamook City and Bay City. This will give us a two hours train service from Portland to our beach resorts and make it possible for the Portland business man to spend the summer with his wife and family at our beach resorts and himself transact business in the city during the day. Another line is now being surveyed from Willamina to Pacific City in the southern part of the county which with the surveyed Hill Coast Line will eventually give all parts of the county direct railroad connection with Portland.

A company has been organized to construct a railroad from Tillamook City to Bayocean, skirting the south side of Tillamook Bay.

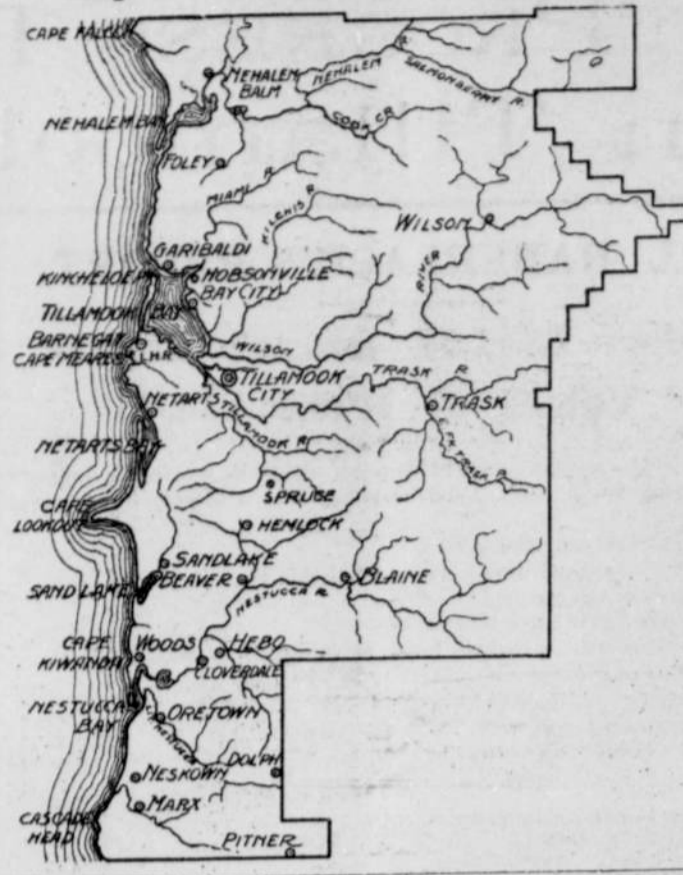
Ocean Traffic.

Much as the railroad transportation will do for Tillamook County, especially in the matter of opening up our beach resorts to all of the interior, the great movement of freight, especially of low grade lumber, must necessarily be by water.

Tillamook County has three natural harbors; Nehalem Bay at the mouth of the Nehalem River in the north part of the county, with an area of about 4 square miles; Tillamook Bay about the center of the county, with a tidal area of about 13 1/2 square miles; Nestucca Bay at the mouth of the Big Nestucca in the southern part of the county.

Nehalem Bay at the mouth of the Nehalem River is the natural outlet for over twenty billion feet of standing timber on the watershed, and around this bay will spring up the vast mills to manufacture this timber into lumber much of which to reach the markets of the world must go in ocean carriers of not less than one million feet cargo capacity. To meet this condition all that is needed is the deepening of the channel over the bar by jetties, the Port of Nehalem has voted \$50,000.00 to begin the work, which is already in progress and the additional government appropriation will be secured in due time to give this bay the needed depth of water for ocean commerce.

Map of Tillamook County, Oregon.



Tillamook Bay with a tidal area of 13 1/2 miles and into which pour the waters of five rivers is completely landlocked, connects with the ocean through a gorge 750 feet wide with a low water depth of 60 feet. The outside bar has a low water depth of 13 feet which the Government Engineers reports can be easily deepened to 20 feet at low water by jetties, giving one of the finest harbors on the coast from San Francisco to the sound. To carry out the plans of the Government Engineers giving a minimum low tide depth of 20 feet on the bar and dredging the sturgeon channel to the bay to give a high tide depth of 23 feet to Bay City and 21 feet to Tillamook City will require the expenditure of about two million dollars. Conditioned on the Government making the necessary appropriation to carry out the proposed plans, the Port of Tillamook has pledged itself to raise by taxation \$450,000.00

of this amount and the Port of Bay City \$200,000.00, or between the two Ports they have pledged nearly one-third of the total amount required to do the work. With the favorable report of the Government Engineers, with the two Ports contributing nearly one-third of the required amount, with the immense tonnage waiting transportation as soon as the work is completed, with large timber interests pulling in favor of the project, with Portland business interests heartily endorsing the development of this one of its natural tributaries, there is little doubt but that the appropriations will soon be passed by Congress and when the Panama Canal is completed Tillamook lumber in large ocean freighters will be waiting to pass through.

Come to Tillamook and Grow Up with this Wonderful Country.

TILLAMOOK COUNTY

Has one of the best natural harbors between San Francisco Bay and the mouth of the Columbia River.

Has 32,000,000,000 feet of merchantable timber.

Has great natural resources in divers branches.

Has balance of trade always in its favor.

Has equable temperature, insuring bodily comfort.

Has good wages for working men in cash each month.

Has abundant rainfall, guaranteeing crops and water.

Has good schools within reach of every home.

Has an honest, law-abiding, peaceful population.

Has healthfulness, especially absence of fevers and malaria.

Has land unsurpassed in productiveness.

Has pure, cool mountain water in abundance.

Has magnificent mountain and beach scenery.

Has splendid hunting and fishing.

TILLAMOOK COUNTY HAS

No Chinese, to compete with American labor.

No irrigation, with its expensive litigation.

No codling moths to destroy the apples.

No potato pests of any kind.

No long severe winters when stock must be housed and fed.

No severe frosts to destroy vegetation.

No crop failures, from any cause whatever.

No earthquakes, cyclones or blizzards.

No tramps or strikes.

TILLAMOOK COUNTY NEEDS

More manufacturers in nearly all lines.

Capable, energetic settlers who mean business.

Harbor improvements.

BEACH RESORTS

Tillamook County Has Sixty Miles of Sea Coast.

Vast as is Tillamook County's wealth of timber, it can hardly be doubted that in its splendid ocean beaches it has wrapped up almost as great a source of wealth, and one that will wax with the coming years as Portland, the Willamette Valley and the Inland Empire grows in wealth and population.

Only sixty miles from Portland, or an easy two hours run through the picturesque coast range, and the tired city and valley dweller can find himself transported from the heat oppressed city and valley to the beach resorts of Tillamook County, "fanned by breezes salt and cool," to sport in the surf on the gently sloping beaches, or watch the happy children digging in the white sand, with dull care banished by the ceaseless lullaby of the breakers.

With the finest of trout fishing in the near by mountain streams; clam digging on the long stretches of beach; chinook, silver-side and steelhead salmon in the bays and tributaries during the running season; deep-sea cod, halibut, skulpin and dozens of other varieties of fish on the off-shore banks; with weird colonies of seal lions to visit where the stretches of beach give way place to bold, rocky, cavern-lined promontories, feathered over with primal forests, carved and chiseled into fantastic outlines by the ceaseless beat of old Neptune's water-hammer; with fine roads for automobiling through an ever changing scene of mountain, valley, forest, or along the hard beach where the waves lap the whirling wheels of your machine; in no other place can the person seeking a summer outing find such relaxation, such variety, such invigoration of mind and body as at the Tillamook beach resorts.

Bayocean, Brighton, Garibaldi, Lake Lytle, Neskowin, Netarts, Pacific City and other beaches are famous, and millions of dollars are being expended to make them all that the most exacting could demand in the way of comfort, convenience and attraction.

Tillamook Lands.

The lands of Tillamook County may be classed under three heads, viz., bottom land, prairie land and hill land.

Bottom lands are of three classes, namely, ordinary "creek bottom" with which every farmer is familiar; river bottom, which is land built up by overflow and deposit of sediment; and tide lands, being those which are overflowed more or less by salt water. The river bottom is by far the most valuable for agricultural purposes, and can be relied upon to produce from four to six tons of hay per acre, oats yielding the latter amount. Lands of this nature constitute the greater part of the bottom lands of the county, and are practically inexhaustible. The tide lands produce an immense quantity of tide land grass and are used principally for pasturage for young stock.

Prairie land is of a lighter character and must be sustained by fertilizers. Surrounding the valleys are ranges of bench or table land, which is most valuable for fruit raising or as grazing land.

The hill lands are mostly heavily covered with timber, and are so extensive and so valuable that they insure the future wealth of Tillamook County. The hills in the south part of the county were burnt over many years ago, killing the timber, and they are most valuable for stock raising or as grazing land for goats and sheep.

The surface of Tillamook County is for the most part rough. The Coast Range Mountains pass through the entire eastern part of the county. The northern and southern parts of the county are hilly, while the central part is comparatively level. The northern part is the most heavily timbered section and the southern part has the least timber.

Good Roads.

The people of Tillamook County are enthusiastic over good roads, and the County Court is expending the large sum of \$125,000 annually upon them. It has now three rock crushing plants, with three gasoline road rollers, situated in different parts of the county, building good roads, and on this account

Tillamook County has become a favorite goal for thousands of automobile parties. One good feature about the roads in Tillamook County in the Summer is that little or no dust is encountered, and with the delightful cool weather at that season of the year, is a source of enjoyment to those out for Summer recreation and pleasure.

Tillamook City.

Tillamook City is situated at the head of Navigation on Hoquarton Slough and is the County Seat as well as the largest city in the County. It has a population of 2,000 white people, there being no negroes, Chinese or Japanese residents in the County, and but few Indians.

Tillamook City has a live, progressive Commercial Club with commodious premises, being one of the best club rooms in the state. The Tillamook Public and High School, which was erected in 1903 at a cost of \$8,000.00, is a fine modern structure of two stories and a basement. It is heated by steam, and is provided with a good ventilation system. In addition to the public school facilities afforded the people of Tillamook City, there is a splendid parochial school new under the management of the Sisters of the Most Precious Blood, occupying a large three story frame building in the eastern part of the city. The city has several modern concrete buildings. Churches of various denominations are well represented, the Adventists, Methodists, Christians, Catholics, United Brethren and Presbyterians each having their own building.

Pure mountain water is supplied to the City through a new \$50,000.00 water system. There is a well organized volunteer fire department, and an electric system of lighting. It has graveled streets and good sidewalks, also local and long distance telephone systems. It enjoys a daily mail, has two banks, two weekly newspapers, two saw-mills, two cheese factories, opera house, as well as the usual number of business houses, restaurants and hotels.

Bay City.

Bay City is located on Tillamook Bay, about seven miles from Tillamook City. It has factory sites convenient to deep water and to the railroad now building. The town is situated on terraces overlooking the bay, making it one of the most beautifully situated towns in the County. It has a plentiful supply of pure mountain water, also a first class hotel, a fine school building, two churches, saw mills and bank, and salmon cannery, besides merchandise stores, etc.

Cloverdale.

Cloverdale, on the Nestucca River, bids fair to become one of the leading towns of the County. Here are located two churches, hotel, cheese factory, newspaper, implement and feed store, general merchandise store, drug store and other enterprises. Small vessels enter the Nestucca harbor and supply the stores regularly, carrying out the products of that end of the County. Daily stage lines to Tillamook City and Sheridan.

Woods.

Woods is a small town on the Nestucca River, below Cloverdale. Ocean Park, near at hand, is a favorite summer resort, where hundreds of people spend their outings from all parts of the state.

Beaver.

Beaver is situated about midway between Tillamook City and Cloverdale. It is the center of a farming community and supports a cheese factory and saw-mill. A hotel and general merchandise store are located here also.

Hobsonville.

Hobsonville is a small mill town on the Tillamook Bay. The Miami Lumber Co.'s mill is located at this place, in connection with which they conduct a general merchandise store and a hotel.

Garibaldi.

Garibaldi, a short distance from Hobsonville, is located just inside the entrance to the Bay. Samuel Elmore's salmon cannery is located at this place, also two general merchandise stores and other enterprises.

Nehalem.

At Nehalem are located general merchandise stores, drug store, hotel, cannery, saw-mill, wood school, etc. This place is destined to become a center of industrial activity when the timber on the Nehalem River begins to move. Small vessels are able to enter the Nehalem Harbor, carrying in supplies and taking out the products of that section of the county.

Wheeler.

Wheeler is located on the Nehalem river, and is a station on the P. R. & N. C. Co.'s railway, with bright prospects of becoming a manufacturing center. It has a bank and one of the largest sawmills in the county.

Tillamook County is the Most Prosperous Section of Oregon.