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OLYMPIC PENINSULA RAILROADS RACING

Milwaukee and Union Pacific Secretly Working Together from Port Angeles to Aberdeen.

Sensational Race for Rights of Way Around the Olympic Forest Reserve. Joint Surveys of Harriman Roads Detected by Northern Pacific. Railroads Fighting for a Rich Prize. The Richest Piece of Undeveloped Country in the United States.

A gigantic struggle between transcontinental railroad interests is in progress on the Olympic peninsula. Three great systems, the Chicago, Milwaukee & St. Paul and the Union Pacific, dominated by E. H. Harriman, and the Northern Pacific, controlled by James J. Hill, are battling to secure control of the country. Surveying parties are working with feverish haste locating lines; scores and scores of timber cruisers are scouting the entire country north of Grays Harbor and Hoods canal; efforts are being made to purchase every acre of timber land; every surveyor that can be secured is rushed into the country, and tons and tons of provisions and supplies are forwarded to the scene of operations. Daily telegraphic bulletins inform the great railway magnates in St. Paul, Chicago and New York, the commanding generals of the armies in the field, of the progress of the fight.

The mask of secrecy and stealth, with which from last July each interest had veiled its operations, was suddenly torn asunder last week. From now on the fight will be out in the open and speed will be the determining factor in the contest.

The discovery was made last week by the Northern Pacific that the Chicago, Milwaukee & St. Paul and the Union Pacific railroads would build a joint line around the circumference of the peninsula paralleling the road projected by the Northern Pacific. This fact was made known to the Northern Pacific when A. L. Hickman, an engineer of the Chicago, Milwaukee & St. Paul, with a party of surveyors, went to Quillayute, and taking up the north end of a survey started by Theodore F. Rixon for the Union Pacific from Quillayute, proceeded to the north.

Simultaneously the suspicion that Rixon and his surveyors were in the employ of the Union Pacific in running a line south from Quillayute was confirmed. It was discovered that the Union Pacific had a party of engineers in the vicinity of Aberdeen and that the Oregon & Washington railroad will take the west bank of the Cowlitz river in coming north.

Roughly, both the Hill line and the joint road will run north along the west side of Hoods canal to Discovery bay, west along the strait to East Clallam, and south along the coast to the Grays Harbor country.

Traffic for Centuries.
The prize for which these roads are struggling is the richest undeveloped section in this state and perhaps in the United States. Practically one-third, or \$1,096,376,000 feet, of all the standing timber in the state is located on the peninsula. It is worth into the hundreds of millions of dollars and can furnish traffic to railroads for many years. Immense areas of this valuable timber have been purchased by the Continental Timber company, a subsidiary company of the Chicago, Milwaukee & St. Paul. The purchases were commenced under Lawrence Fitch, son-in-law of President Earling, and have been continued by A. L. Flewelling. The Palmer family, of Chicago, two of whom are at present in Seattle, are heavily interested in these acquisitions of timber.

Until last year no steps had been taken for years to develop this immensely rich country. The Northern

Pacific regarded it as its very own, and ultimately intended to exploit it. But as it could not handle more than 70 per cent of the traffic offered its main line, the officials saw no use of taxing the traffic capacity of the road further.

Beginning the Invasion.
But with the coming to the Sound of the Chicago, Milwaukee & St. Paul and the Union Pacific things took on a different aspect. The promoters of these roads saw what a vast storehouse of treasure the peninsula was. They immediately began planning to tap it when their roads should come to the Sound. The Northern Pacific has a line from Centralia through the Chehalis valley to Grays Harbor. At Gate City the branch from Tacoma to Olympia joins it. A branch ran north from Grays Harbor to Moclips, on the southern edge of the Quinault Indian reservation. At Elma, on the branch from Chehalis to Grays Harbor, a logging road ran north to Summit, a distance of about eight miles. This the Northern Pacific purchased and standardized.

This was the position of the Northern Pacific when the first threat of invasion was made. Its first move was to purchase the Port Townsend & Southern. This road years ago contemplated building from Port Townsend along the west side of Hoods canal to Olympia and thence south to the Columbia river, where it would have met the O. R. & N. The panic caused the plans to fall.

Two strips of road had been built by the Port Townsend & Southern. One was from Port Townsend to Quillene, at the head of Quillene bay, on Hoods canal. On acquiring the road the Northern Pacific pushed a survey from Quillene along the west side of Hoods canal. It threw over as impracticable, on account of the grades, the original idea of going to Olympia, and brought the survey to Summit, the end of the logging road it had purchased and standardized.

Quillene to Summit.
This line from Quillene to Summit has been definitely located and the estimates made preparatory to letting contracts. Work is to begin on it shortly. The branch is 60 miles in length and is expected to be finished by the end of this year. The Northern Pacific also ran surveys southeast and northwest from Junction City, a point on the Port Townsend & Southern at the head of Discovery bay. The survey that ran to the southeast went to Port Ludlow and the one to the northwest terminated at Port Angeles, traversing the head of Squin bay. The line from Junction City to Port Ludlow has been definitely located and all is ready to let the contract for the construction work. The work of locating the line from Port Angeles to Junction City is nearly completed. Engineer Fitch and his surveyors were early this week working between Squin bay and Discovery bay, and they are expected to finish their work very soon.

Line to Lake Crescent.
A line has already been located from Port Angeles to and around the southern edge of Lake Crescent, a distance of 22 miles. The Northern Pacific will begin work on this very shortly. The Northern Pacific expects to have all of these lines built by the end of the present year. When the work is completed this

road will have a line running from Lake Crescent, in the heart of an extremely rich timber section, via Port Angeles and Junction City, to Port Ludlow, and also by way of Junction City, Quillene, Elma, to Centralia and the Columbia river. By the end of the year the bridge across the Columbia river will be finished and the train ferry Tacoma will be brought around from Kalama to Port Ludlow, where it will be used to transfer trains to Everett. At Everett the new traffic can be transferred to the Great Northern or sent southward over the Northern Pacific to Tacoma, and thence east through Stampede tunnel.

Use North Bank Road.
The line from Junction City to Elma and Centralia will enable the Northern Pacific to route the new traffic to the Columbia river and then send it eastward over the Portland & Seattle, the road being built down the north bank of the Columbia river, which will be completed

by the end of this year. As soon as Engineer Fitch has finished the line from Port Angeles to Junction City he will be transferred to Lake Crescent and begin locating a line from Lake Crescent west, to run by way of Fairholme down the Beaver river to the Solduck, to the point where it flows into the Dickie near Quillayute.

A line is also under survey from Port Angeles along the strait by way of Port Crescent, Gettysburg, Physt and East Clallam to the Hoko river. This will run along the Hoko river to the Dickie, down the Dickie to the vicinity of Quillayute, where it will meet the road from Lake Crescent. This survey was undertaken when the discovery was made that the Milwaukee was going to build along the strait. From the Junction near Quillayute a line will be built by the Northern Pacific down the coast, through the Quinault reservation to Moclips, where

(Continued on page 2.)

NIMS' PROPHECY.

Sage of Cosmopolis Foretold the Future of Chehalis County.

Twenty-one years ago, when the fight was being waged to remove the county seat of Chehalis county from Lower Montesano to Cosmopolis, Ruel Nims, the sage of the city of the world, looking far into the future, with prophetic vision beheld the coming greatness of Grays Harbor, and gave utterance to his belief in its destiny in the following tribute of praise:

"Chehalis county can never fulfil that high destiny to which God has called her until our harbor is improved. This being done, the large majority of our population will soon concentrate on the harbor. Here capital will gather and build up great manufacturing industries. The best brain and heart will most assuredly center here, and all men will know that Grays Harbor is the heart of this great and wonderful body, Chehalis county; and the throbs of this mighty heart, with its 100 mills and 1000 diversified industries, will send a thrill of life and heat of joy and gladness to the remotest extremities of our great rivers and numerous smaller arteries. Then any man who will dare to say this great county will ever be divided will be gathered up and taken to Steilacoom at once, without further examination. Then will our forests be alive with sturdy axmen, and a transformation will take place such as no man ever dreamed of. To secure these desirable ends, we must work together in unison and cultivate a spirit of wise concession and brotherly love."

This prophecy was published in the first issue of the Chehalis County Recorder, under date of March 9, 1886, a copy of the paper having been brought to The Vidette by John A. T. Hopkins, who has long preserved it as a memento of early days.

Just as he was opposed to county division years ago, so is Mr. Nims fighting the iniquitous measure now, and his utterances against the plan to disrupt Chehalis county are as manly and vigorous as when he prophesied its future greatness.—Montesano Vidette.

The above item is correct, except the inference that L. B. Nims, the present resident of Cosmopolis is the author of the prophecy. The Recorder was issued 21 years ago by the late Ruel Nims, a brother of L. B., to advocate the removal of the county seat to Grays Harbor, and the "prophecy" has since been fulfilled. The Herald is the most widely read paper on Gray's Harbor. Wise advertisers know it.

FATALLY KICKED BY HORSE.

An Early Pioneer of Chehalis County Killed at Elma.

Last Friday afternoon, Mr. S. H. Beckwith, a pioneer of Chehalis county and a resident of Elma, was so seriously injured by a vicious horse that he died in a very short time. All that is known of the accident is that he was found in his barn under the feet of the horse, unable to even help himself or call for help. He was carried into the house and medical aid was summoned but he soon passed away from the effects of his injuries.

Mr. Beckwith was born in Dearborn Co., Indiana on the 29th of April, 1830, and would have been 77 years old had he lived till the 29th day of next April.

He was married in 1855 and leaves a wife and eleven children to mourn his departure. Crossing the plains, he drove an ox team, arriving at The Dalles, Oregon Aug. 8, 1852. From there he went at once to the Rogue river mines, in Southern Oregon, where he worked for awhile, after which he returned to the northern part of the state and took up a donation land claim. In 1869 the family came to Chehalis county and have resided here since.

The funeral which was one of the largest ever in Elma, took place last Sunday from the Christian church, of which Mr. Beckwith was for many years a member. There are few left who pioneered with Mr. Beckwith, but all who knew him were his friends for he was an honest, kindly man. His was a familiar figure on the streets but we shall see him no more. The bereaved wife and children have the sympathy of the entire community.—Elma Advance.

Alice Roosevelt's Wedding.

was something to be recorded in the annals of history. Herbine has been acknowledged the greatest of liver regulators. A positive cure for Bilious Headaches, Constipation, Chills and Fever, and all liver complaints. J. C. Smith, Little Rock, Ark., writes: "Herbine is the greatest liver medicine known. Have used it for years. It does the work." Sold by all druggists.

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Spring Suits and Coats

That department is already teeming with a smart and large assortment of Spring Suits. Among those we mention the new English Walking Suit, trimmed with an array of braids, the Pony Suit the Ponita Suit and a smart lot of Silk Suits. Among the coats are found the long mixed coat in brown, grey, and dark, the short Box Coat and other stylish models.

Silk Petticoats

Like everything else, but especially in silk Petticoats we lead them all. We are sole agents of the famous S. H. & M. guaranteed Silk Petticoat. When you buy one of those undershirts and it should break within three months from the time you buy it all you need to do is to bring it back and get a new one. We are showing this season a smart lot of black skirts with embroidery trimmings and every other color of the Rainbow.

Skirts

We have such a large stock of pretty and smart skirts that it would take too much space and time to describe them to you but we will mention that we have the prettiest Voiles, Panamas, Chiffon, Panamas and mixed skirts that we have ever had before, and that Aberdeen has shown.

Spring Waists

Describing the beauties of the latest arrival of waists is an art and while our Mr. Wolff is an artist in selecting those choice and dainty waists, I admit and plead guilty that I am not sufficient artist to do justice in describing their daintiness superior style and beauty, but just want to ask you to see for yourselves.

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