

# OLYMPIC PENINSULA RAILROADS RACING

(Continued from page 1.)

it already has a road from Grays Harbor. Work on this branch is being rushed as rapidly as possible. When these are completed the Northern Pacific will have a belt road around the peninsula from Elma, by way of Summit, north to Junction City, Port Angeles, Quillayute, Moclips, Grays Harbor and back to Elma again. From Port Ludlow this belt line will be connected by Ferry with Everett, a distance of eighteen miles.

### Other Roads Busy.

While the Northern Pacific will probably be the first to have trains running into the heart of the peninsula, the other roads have not been idle. The immensity of the traffic to be obtained from this territory early appealed to the far-sighted promoters of the Chicago, Milwaukee & St. Paul extension to the Sound, and the Union Pacific projection from Portland. J. D. Farrell, representing Mr. Harriman, had a survey made of a line from Tacoma across the narrows to Gig Harbor, thence north into the undeveloped Kitsap county, skirting Port Orchard, Bremerton, Port Washington bay, Dog Fish bay, and running to the vicinity of Port Gamble. It was contemplated to install a ferry there and to transfer to the north of Squamish bay, thence running to the south of Junction City and paralleled into the interior the Port Angeles extension of the Northern Pacific. If there is one man more than any other who knows thoroughly the interior of the Olympic peninsula, it is Theodore F. Rixon. Mr. Rixon spent three years with another engineer in the employ of the government, surveying the great timber belt of the peninsula. He made an estimate for the government of all the standing timber in this state. Besides being an expert engineer he is a proficient forester.

Mr. Rixon first offered his service to the Chicago, Milwaukee & St.

H. Harriman held a predominating majority of the stock, when Harriman tricked them by having the directors issue an additional \$50,000,000 of stock. Last week A. L. Hickman, an engineer of the Chicago, Milwaukee & St. Paul, with a party of surveyors, went to East Clallam and thence down to Quillayute. His advent was watched with interest by the Northern Pacific engineers, who have a camp at Quillayute. Mr. Hickman and party, taking the north end of the survey made by Engineer Rixon, started from it and proceeded to the north. That let the cat out of the bag. A quick investigation was interest. Mr. Hill and his friends secured what they thought was a made, and it was discovered that the Union Pacific and Chicago, Milwaukee & St. Paul would build a joint belt line on the Olympic peninsula.

### Operate Joint Line.

It is understood that the Union Pacific and Chicago, Milwaukee & St. Paul will have a joint line from Seattle to the Columbia river. From Centralla the Union Pacific will build a line out by way of Lincoln creek. It will run to Grays Harbor and thence parallel to the eastward the Northern Pacific line from Grays Harbor to Quillayute. The Milwaukee will build out of Centralla along the south bank of the Chehalis river in a northwesterly direction. It will cross the Northern Pacific between Elma and Summit, and will parallel to the westward the Northern Pacific line to Quillayute along Hoods canal. Near the head of Discovery bay the line will branch, one division going to Port Townsend and the other follow the Northern Pacific to the south to Port Angeles. From Port Angeles two lines will run to the west. One will leave Port Angeles by way of Lyre creek and winding around the north bank of Lake Crescent will parallel to the north the Northern Pacific down the Solduck valley to Quillayute. The other line from Port Angeles will run along the straits to the south of the Northern Pacific to East Clallam. From there it will parallel to the east the Northern Pacific line down the Hoko to the Dickie river and to Quillayute, where it will merge with the Lake Crescent branch and meet the Un-

of Clallam and Jefferson. It has been estimated by shrewd railroad men that in thirty-six townships of Clallam county there are 3,110,400 carloads of timber. Moving at the rate of fifty cars a day for 300 days a year it would take 207 years to move all this freight. And this is only a portion of the great timber wealth.

With the opening of the peninsula to traffic there will undoubtedly come an era of great prosperity for the country. Saw mills, shingle mills, paper factories and other industries will follow the railroad's advent and the great forest will be thrown open to civilization.

Centralla seems due to be a railroad center of no small importance. From there both the Northern Pacific belt line and the joint Chicago, Milwaukee & St. Paul and Union Pacific roads run. Though the Union Pacific and Milwaukee are each building part of the line, it will be used in common by both. This will also be true of the line to Portland

### Do Not Crowd the Season.

The first warm days of spring bring with them a desire to get out and enjoy the exhilarating air and sunshine. Children that have been hosed up all winter are brought out, and you wonder where they all came from. The heavy winter clothing is thrown aside and many shed their flannels. Then a cold wave comes and people say that grip is epidemic. Colds at this season are even more dangerous than in mid-winter, as there is so much more danger of pneumonia. Take Chamberlain's Cough Remedy, however, and you will have nothing to fear. It always cures, and we have never known a cold to result in pneumonia when it was used. It is pleasant and safe to take. Children like it. For sale by Evans Drug Co.

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### Curious Hunting Incident.

An incident of a very curious character happened at the meet of E. A. Hardwick's Weston-super-Mare hounds at North Petherton. The hounds were in full cry in a field of roots after a hare when a second hare was disturbed, with the result that, racing in an opposite direction, she collided with the first hare. Both were killed on the spot, one having its neck dislocated, the other apparently dying of fright.—London Mail.

### Butler and Hoar.

Ben Butler in a case in the Massachusetts supreme court involving damages for fatal injury, Senator Hoar being on the other side, quoted Job, "All that a man hath will he give for his life." "That," said Mr. Hoar, "was a plea of the devil in a motion for a new trial, and I don't think the court will be more impressed by it on account of its modern indorsement."

### Offensive.

"What'll you take for that pipe?" "Oh, you wouldn't care to smoke this old pipe." "No, but I'd like to buy it and throw it away."—Washington Herald.

### Her Secret.

"Did you marry me for my money or my good looks?" "If your mirror won't answer that question for you I shan't."—Houston Post.

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Paul at a very high figure. His terms were not accepted, and he went with the Union Pacific. The Milwaukee later discovered what a valuable man Rixon was. Last July Mr. Rixon and a party of engineers for the Union Pacific went into the interior near Quillayute. He plunged into the great forest to the south and lost himself to the alert spies of the Northern Pacific. The party had supplies brought by Indian canoe from Lapush along the coast to a point on the Jefferson county shore. From there the supplies were packed into them with horses. Mr. Rixon and his surveyors started a line from Quillayute to the south and are today working in Jefferson county.

The nature of the plans of the Chicago, Milwaukee & St. Paul were not known until a week ago beyond the bare fact that the road intended to build into the peninsula and its agents were buying timber there. While on his last visit to the coast, President Earling and party made a trip to Grays Harbor.

### Aftermath of Battle.

The revelation of the plans of the Milwaukee road came after a financial battle in the East. James J. Hill and friends started to buy control of the Milwaukee, in which E.

ion Pacific extension.

### Hunt for Surveyor.

Every surveyor available is hurried to the country near Quillayute by the Chicago, Milwaukee & St. Paul. Last Thursday seventy-five horses were sent to East Clallam and dispatched down to Clallam. Tons of provisions have been carried into the parties at work.

At Port Angeles, Milwaukee agents have been busy securing water front and other property. Port Angeles is the finest Harbor on the coast and one of the finest in the Northwest. At Port Discovery, Port Crescent, Port Townsend and other points there has been the fiercest rivalry between the Northern Pacific and Chicago, Milwaukee & St. Paul.

### Immense Prize.

The prize for which these great roads are striving is one of the richest in the railroad world. It has been estimated by the United States geological survey that there was in the State of Washington in 1902, 195,687,966,000 feet, board measure, of timber in this state. Of this total, \$1,096,367,000 feet are located in the counties of Clallam, Jefferson, Chehalis and Mason, which comprise the Olympic peninsula. Nearly one-quarter of the timber of the state is located in the counties