

**DEEPER CHANNEL FOR TILLAMOOK'S COMMERCE**

**Commission Created to Increase the Depth of Hoquarton Slough to Eight Feet at Low Tide.**

FROM THE OREGONIAN.  
Tillamook, tired of waiting for the general government to give it a channel deep enough to accommodate its commerce, has adopted Portland's plan of taxing itself to provide a channel. The legislature, at its recent session, passed the Maxwell law (house bill 159) creating the Port of Tillamook Commission, with the same general powers as those vested in the Port of Portland commission.

Tillamook bay is 50 miles south of the Columbia river, and has a tidal area of 13 1/2 miles, with a mean tide of 6 1/2 feet. The entrance channel is one of the safest on the Pacific ocean, being direct and stable. The greater portion of the bay is uncovered at low tide, presenting a succession of sand and mud flats, traversed by four channels of fair depth at the entrance, but shoaling to but one or two feet at the head of the bay. The only connection between these channels is near the mouth of the bay. Tillamook City, the chief town on the bay and in Tillamook county, is on Hoquarton slough, and is reached by the main or Garibaldi channel.

**Commerce Amounts to 30,000 Tons a Year.**

The commerce of Tillamook bay is between 25,000 and 30,000 tons annually. Imports principally consists of general merchandise, agricultural implements, flour and feed. Leading exports are lumber, butter, eggs, cheese and salmon. Lumber is the chief item of commerce. Last year's production was about 18,400,000 feet. Tillamook county has 20,400,000 feet of standing timber, enough to last, on the basis of the cut of 1898, for over 1100 years. If the bay afforded good navigation, lumber production would soon increase to 150,000,000 feet annually.

Vessels that weather the winter storms frequently are unable, because of lack of water, to reach the wharves of Tillamook City. An eight-foot channel at mean low water would be an immense benefit to shipping. Such a channel the Port of Tillamook Commission will undertake to make. The Maxwell law creates as the Port of Tillamook "all that part (of Tillamook county) included within the present corporate limits of the City of Tillamook, and 50 feet on each bank of Hoquarton slough, from the east boundary of said city of Tillamook westward to and including Dry Stocking bar."

The powers of the commission are: Full control, so far as the state can give it, over Hoquarton slough; to raise funds by levying a tax not exceeding 2 mills on the taxable property within the corporate jurisdiction; to collect wharfage and tonnage dues not exceeding 10 cents per ton; to appoint a superintendent, and to appoint a port warden to take charge of shipping and collecting wharfage and tonnage dues.

**Progress of Tillamook Since 1881.**

In 1881 the population of Tillamook City consisted of 40 to 50 persons, among them James Quick, George W. Blackwell, Jacob Grahame, B. F. Huchins, now all dead, and George W. Fernside, William Olsen, M. H. Larsen, John Day, William D. Stillwell, Eli Goodspeed and H. Goodspeed all of them, except Mr. Fernside, being still residents of Tillamook. The city is the county seat, and is situated at the furthest inland place accessible to small coasting steamers. Surrounding and adjacent to it lies Hoquarton, South and Burnt prairies, and a good many thousands acres of rich bottom lands. The prairies are skirted with a range of foothills suitable for the growth of fine, productive orchards. The whole arable portion of the county is framed by nature almost exclusively for the industry of dairying and stockraising, and in these pursuits the agricultural population is devoting itself with a singleness of purpose which invariably conduces to success in every vocation.

The population of Tillamook City is now probably 1500. The town has seven stores handling general lines of groceries, dry goods, hardware, clothing, etc., with a capital invested of something like \$50,000. Other enterprises are two livery barns, three commodious hotels, two drug stores, two fish markets, one hardware store, one plumbing establishment, one tinstore, a beef and salmon canning establishment, one furniture store, combined with undertaker's supplies; two saloons, a bank, two newspapers, a second-hand store, butcher shop, two barber shops, a bakery, a book store, carrying cigars and confectionery; a saw-mill, and another within a mile of the city, two blacksmith shops, and a blacksmith and machine shop, a photograph gallery, two jewelers, a jewelry store, bowling alley, an academy conducted by the Sisters of the Sacred Heart, two physicians, a number of lawyers, a couple of brokers, two large creameries, a laundry, an agricultural implement house, with the usual number of carpenters, masons, etc.

The public buildings consist of a courthouse costing about \$5000 and a public school costing \$4000, an opera-house, city hall and a good fire department. The Methodists have their own church, so also have the Christians, the Adventists and the Catholics. The United Brethren have a church building under way, and the Presbyterians will erect in a few months a \$3000 church building.

Water is brought into the city from the mountains in a five-mile main and supplied with sufficient head to throw it from a two-inch nozzle over a three-story building. There is a well-organized fire department. The city is lighted by a system of both arc and incandescent lights. It has graveled streets and sidewalks, and is not in debt.

**Commerce of the Bay.**

The transportation business has been conducted into Tillamook bay in two classes of boats, steam schooners carrying lumber to San Francisco, and small coasting vessels drawing about eight or nine feet. The tonnage to and from Tillamook City is estimated at 200 tons per month. In 1885 it did not exceed more than 450 tons in 12 months. Lumber shipments from Tillamook City last year amounted to about \$2,000,000 feet. The California shipments from Tillamook bay amounted to probably 12,000,000 feet. Added to this is a comparatively small amount of general freight to the lower bay points.

The port of Tillamook commission was created at the last session of the legislature. Mayor B. L. Eddy nominated as members of the commission William Olsen, P. W. Todd, Frank Wheeler, D. T. Edmunds, F. R. Beals, Claude Thayer, A. J. Cohn, P. McIntosh and H. Alderman, all of which nominations were confirmed by the city council. On March 1 the commission met and organized. After several meetings the commission elected William Olsen president, A. J. Cohn vice-president, Claude Thayer secretary, and C. & E. Thayer treasurer. Joseph Lahmon was appointed port warden. Special committees were appointed upon Dry Stocking bar and upon the first bend in Hoquarton slough, below the city. A committee was also appointed to confer with the navigation companies as to the rate of tonnage duties which could be levied without friction.

The low rate of assessment fixed by the law precludes any present hope of really important work being undertaken. The utmost that the commission can expect to do is to gather information which may be of assistance to the government engineers to supplement their work, to effect some improvement upon Dry Stocking bar and to straighten Hoquarton slough at its worst points. The commission will also find itself at liberty to collate and supply to the Oregon delegation and to the United States engineer's office such information as may be required in order to procure the improvement of Tillamook bar and the bay generally.

The main objection urged against the expenditure of public money upon Tillamook bar has been that the commerce of Tillamook City is not sufficient to justify the inauguration of so expensive a project, and that any vessel which could come up to Tillamook city could cross the bar with impunity. The commission will be compelled to accept as well founded both these objections.

But Tillamook City and its commerce are very small considerations in this question. The present commerce of Tillamook bay is equally as unimportant. The decisive factor to be considered is not at all the commerce, as it is, but what it will be when the opportunity is offered for expansion. This view of the matter it will be the duty of the commission to urge, coupled with the statements of the amount of timber that will be at once available for foreign shipment.

One thing is certain. The difficulty encountered by navigation companies in crossing Tillamook bar and steaming up Hoquarton slough is a detriment to the dairying and lumber industry and the growth and prosperity of Tillamook county, for this is the only means of transportation whereby the products can be shipped to market. Hence the citizens of Tillamook county and city demand that the difficulties be removed, and look to the Port of Tillamook Commission to help bring about a more satisfactory state of affairs.

**Officers of the Commission.**

William Olsen who was elected president of the Port of Tillamook commission is an old settler, he having been identified with the growth of Tillamook for the past 20 years. He was born in Copenhagen, Denmark, in 1845, and came to the United States in 1869, coming to Oregon in 1876. From Astoria he came to Tillamook in 1879, and engaged in coast transportation between Tillamook and Portland, also in general mercantile business. He built several coast schooners, one of which, the Rosie Olsen, was wrecked on the Japan coast five years ago. Mr. Olsen has done considerable business in Tillamook City, having now a beef and salmon cannery, as well as his general merchandise store. He is one of Tillamook City's old and reliable business men.

A. J. Cohn the vice-president of the commission, is one of Tillamook City's enterprising and progressive citizens. He is a member of the firm of Cohn & Co., and is always on hand to help along any improvements or industrial projects in the city and county.

Claude Thayer, the secretary of commission, first agitated the question of a port commission, and it was through his untiring energy and perseverance that the matter has assumed its present shape. Mr. Thayer is the banker of this city, and no man is more versed in the requirements of the county than he, for he has been a prominent figure for many years helping to develop the city and county. Being full of business, progressive and enterprising, his brother commissioners thought they could find no better person to act in the capacity of secretary, and if the commission fails to accomplish what it has set out to do it will not be for the want of making a determined effort on his part.

**Blasts From Ram's Horn.**

Self-denial cures self-esteem. White neckties do not make saints. There are no glove made that will hide heart stains.

In cultivating your virtues, be sure and uproot your vices. Don't cover your neglected duties with the cloak of excuse.

The bell may be very musical but it does not make the engine go. Preachers should aim to pick the heart instead of tickling the ear.

He who neglects present duties may never overtake future opportunities. A little cloud may hide the sun, and a little doubt destroy our peace.

Ephraim was cake on one side and dough on the other. His family still lives.

Some actions, like fresco work, only reveal their color after they have been done awhile.

**TO BUILD AN EMPIRE.**

**Many Soldiers Willing to Settle in the Philippines.**

WASHINGTON, March 12.—The following is an extract from a letter from Major Theodore Sternberg, paymaster, United States volunteers, to an officer of the war department. It is dated Manila, January 22, 1899:

"I wish you would call the attention of the president and secretary of war to this: There is not less than 10 per cent of the volunteers who honestly wish to remain in these islands and make their homes here and engage in agriculture, lumbering and mining. From every point of vantage this should be encouraged, unless America means to haul down its flag and sneak home. The time will come when every American will recognize the value of these islands. Take but one item: Cattle thrive here; it is the finest stock country I ever saw. The Orient can be supplied with beef from here. Now, these soldiers wish to be discharged here, with travel pay. This will be their capital. Those who are in earnest will and can do anything in reason to prove it. I believe they would be willing to serve out a two years' service by transfer to the regular army. They would, many of them, prefer to be mustered out here with nothing, rather than be compelled to go to the States to be mustered out.

"There are also many regular soldiers enlisted under order 40. These men think they should be paid travel if they intend setting in these islands. Now, all of this is based upon the idea that the United States will retain some sort of interest in these islands. Knowing the value of the pioneer, I saw deliberately that each of these plain soldiers, young, vigorous and used to this climate, by remaining here will be of inestimable value to our country. The only way to Americanize these islands is the example of American pioneers engaged in making a home for themselves. I take no stock in the cry that white men can not work in the tropics. They can, when working for themselves. There are no healthier people than the English and Scotch who have lived here for many years. At all events, the government has here now the cream of American young manhood, who is anxious to try the thing.

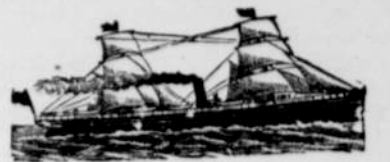
"I know the regulars, as a rule, don't want to hold these islands, because they prefer stations in the States. I know the majority of the volunteers are homesick, and so color their opinions. But I had rather die here than see the flag come down, and if I was 20 years younger I would make my home on a farm here."

**SHOTS AT THE PULPIT.**

Rev. Madison C. Peters, of New York, thinks it very wicked for rich men to give big banquets in New York while 40,000 poor people have no coal and scant food. What he means is that the banquets are given to the wrong crowd. The convention of clergymen that desire to put the name of Christ into the constitution might accomplish more if they would devote their efforts to keeping the country up to the spirit of Christ that is already in the constitution.

The action of the Atlanta clergymen of the Methodist church in denouncing the lobbyist and agents of the church for securing the appropriation from congress for property destroyed in the civil war is commendable. Several clergymen insisted that the acceptance of the money would be "a stain on the Methodist church, which should bring shame to all members of their denomination." They are right.

The pope, in his American letter, strikes the keynote of other things besides religion when he says that all virtue must be active. It is owing to the comatose condition of virtue, not only in private, but also in public life, that vice, which fully and practically realizes the philosophy of activity, has everything its own way. There is plenty of virtue, for example, in active affairs, but if it were a little more energetic in the showing there would be a vast difference in the conduct of affairs.



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