

TILLAMOOK CITY.**A Progressive, Enterprising, Wide Awake Town Right Up to Date.**

Tillamook City is a live, progressive, wide awake town of some 1500 inhabitants, with enterprising business men, who are not only keen competitors, but who take a lively interest in the progress of the city, both as to its general appearance and its local government. An illustration of this can be seen in the substitution of old store buildings by new and commodious structures, which have been erected the past two years, with other improvements to follow.

Tillamook City is pleasantly situated, is the county seat, and the city of most importance in the whole of Tillamook county. It is destined to become an important shipping and trading point, for it is at the head of navigation on Hoquarton Slough, an arm of Tillamook Bay, where coasting steamers ply between Astoria and the city. Nearly all the freight for the county comes in that way and is discharged at the wharves, right in the heart of the city. Appropriations were made by the government to improve Hoquarton Slough and Tillamook Bay, it having been decided by the government engineers to cut through the bends of the slough and make a straight channel. When this is done, larger coasting steamers and schooners will be able to reach Tillamook city and compete for the trade that is assuming larger proportions every year.

Progress of Tillamook City Since 1881.

In 1881 the population of Tillamook City consisted of 40 to 50 persons, among them James Quick, George W. Blackwell, Jacob Graham, B. F. Hutchins, 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 City.

There was no court-house and probably not over ten buildings. The school-house cost about \$200.

The city has now 1500 inhabitants with seven stores handling general lines of groceries, dry good, hardware, clothing, etc., with a capital invested of something like \$50,000, with numerous other stores, a list of which will be found below.

Surrounding and adjacent to Tillamook City lie Hoquarton, South and Burnt prairies, and a good many thousand 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 that singleness of purpose which invariably conduces to success in every vocation, and with the introduction of creameries and cheese factories in the city limits and those in close proximity in recent years, the dairying industry has assumed large proportions.

The public buildings consist of a court-house 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. St. Alphonse Academy, conducted by the Sisters, is a good institution, with a large building.

Water is brought into the city from the mountains through 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. It has a telephone system, local and long distance.

There is one saw mill within the city limits and another on the outskirts. Two creameries within the city and several within a short distance from it. A cannery is also within the city.

The city officials are: Mayor, B. L. Eddy; president of the council, Dr. C. E. Hawke; Councilmen, L. Hiner, L. Olsen and A. J. Cohn; recorder, W. H. Cooper; city attorney, T. H. Goyne; marshal, Jos. Lahmon.

Port of Tillamook Commission.

The citizens of Tillamook City, in order to secure the improvement of the channel to the city, procured the establishment of a Port Commission. 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 13½ miles, with a mean tide of 6¼ 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 25,000 tons annually. Imports principally consist 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 18,000,000 feet. Tillamook county has 20,400,000,000 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, the lumber production would soon increase to 150,000,000 feet annually.

An eight-foot channel in Hoquarton Slough 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 in 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.

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. 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, 1898, 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.

The low rate of assessment fixed by the law precludes any present hope of really important work being undertaken by the commission. 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 deem 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 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 was detrimental 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 have demanded with much success that the difficulties be removed, and look to the Port of Tillamook Commission to see that this is satisfactorily and practically carried out.

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 a few 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.

Proposed Railroad.

The Port of Tillamook commission, although organized with the express purpose of formulating plans to give Tillamook county and city better navigation for ocean steamers, has a proposition now under consideration from Mr. A. B. Hammond asking for a right of way 150 feet wide for a railroad and a wagon road from Clatsop county into Tillamook, 100 feet of this right of way to be used for the railroad and 50 feet for a wagon road. This will be something new in Oregon, a wagon road on the same grade as a railroad. The request of Mr. Hammond is made in good faith, but it is somewhat premature at the present time to foretell the route of the railroad or how long before work upon it will be commenced. One thing is certain, it cannot be a great many years before a railroad will be built into Tillamook, for the county has more undeveloped resources than any other county in Oregon.

The Business Houses and Professions.

Some idea of the amount of business done in Tillamook City may be gained by