

TILLAMOOK INLAND TRANSPORTATION

And Tillamook City 33 Years Ago, as told by one of our Old Settlers.

The old settler in his reminiscences of the past always has one advantage, just as a man would have who made the assertion that the reason of the ruddy appearance of the planet Mars was because its inhabitants are all red-headed.

David Reasoner, now a resident of Tillamook City, whom I shall call in this story for the sake of brevity simply Dave, settled in the fall of 1866 on the now Dr. Mills' farm in Pleasant Valley, then, for some reason called Burnt Prairie, and myself settled the same season at the place sometimes known as the Old Orchard, south of the Quick place on South Prairie.

In those days we had two ways of getting from the south to Tillamook City—whose legal name then was Lincoln, but more simply known among the settlers as The Landing. One was by wagon road via Earl's ford, and the other was by taking a boat at the lower end of the prairie on South Prairie slough and pulling down into the Tillamook and thence on around into Hoquarnton slough and up to The Landing.

To this sometimes was added a third route from the upper end of South Prairie, through Long Prairie, crossing the Trask at William Johnson's—a roundabout way and generally avoided whenever the other routes were practicable, but in the winter season, as there was no bridges those days, the water route was a very common way of getting to town by the southern settlers for their supplies.

Sunday, Feb. 16th, 1867, Dave and I—the reason why this time is so accurately remembered will appear later on—made an agreement to go to The Landing next day by boat, as the Trask was then up and past fording.

But before leaving the city a brief description of it, as it was at that time, might be of interest to some. London has grown since then. The one store of the place stood near where the former residence of William Olsen was, that was burned a few years since.

The residence of Grandpa Stillwell, who practically owned the town, was somewhere back of the Beals' building, constructed of split boards. Here also Gosney & Johnson maintained—always in danger of bankruptcy—the only hotel of the place.

West of the store stood an old building used as a blacksmith shop, held, when in use, by one Carr. G. W. Blackwell, who had headed the now Thayer addition, had his cabin not far from the present Headlight office.

A few acres of land, more or less, here was no object then. Blackwell claimed everything in sight, and reckless of lines, built far to the west over on to the Stillwell ranch, which was originally the Thomas donation land claim. A later survey by John Day proved Blackwell to be over the line 14 rods.

Bob Cook owned the claim, now the Goodspeed property, and resided in a small building near the old Goodspeed dwelling. Bob undertook in the previous fall to erect on his place what he intended to be the queen residence of the city.

He went as far as the erection of the frame, when his business as a sailor called him away on the schooner to Portland. During his absence a southwest gale blew his building down, thereby collapsing Bob financially for some years.

The schooner J. C. Champion, owned by Captain James Quick, who lived some miles east of town, run on the trade to Portland, making perhaps four or five trips per annum. Of only 30 tons burden, her passage was slow and tedious, her arrival at the home port was always a day of excitement, discharging her cargo from the old natural slip, near the present wharf of Cohn & Co.

Once this work completed and her contents hauled away by the settlers, everybody went home, leaving the schooner until the next trip to rock lonesomely with the flood and ebb of the tide.

There you have Lincoln, later Tillamook, as it was that stormy, gloomy winter of 1866-7. The fern back of the now Headlight office, and also on block 10, the Hutchin's block, grew big enough for wagon tongues.

A man to settle out about the Drew residence and claiming that he belonged to town would have been as absurd as an allegation that he owned a share in the moon. Geese and ducks held undisturbed high carnival the winter long in the Harrison swamp. The timber belt north of town for a long ways was an unknown quantity.

TILLAMOOK WEATHER.

Table with columns: Temperature, Max., Min., Mean, Rain-fall. Rows for Feb. 1 through Feb. 28, and a summary row.

SUMMARY.—Mean temp., 42.5; max. temp., 55; date, 1st, 21st and 23rd.

Min. temp., 28; dates, 14th and 16th. Total precip. inches, 12.63; total snow-fall inches, 7.10; number of days clear, 0; partly cloudy, 3; cloudy, 25.

From the 16th of March 1900, to the 23rd, look for some cold stormy weather, if the wind is north by west of south west; if S.E. look for frost and snow; if south of S.W. to E. of S. look for plenty of warm rain as the equinoctial storm will begin about the 16th.

Voluntary Observer.

RAILROAD AGITATION.

J. Luce writes to the Portland Board of Trade.

Tillamook people earnestly desire relief in the matter of securing railroad facilities, so they may market their produce. J. Luce has addressed a letter setting forth the needs of the section, to the Board of Trade of this city, which has referred it to an active committee.

The letter states that the people of that section want to trade with Portland, and in order to do so must have better traffic accommodations. Reasons why a railroad is needed and why it would pay are given as follows:

"Believing that the Board of Trade is identified with the business interests of Portland, I take the liberty of writing you on a subject in which the people of Tillamook are vitally interested, and one which I believe should attract the attention of the business men of Portland. I refer to the question of transportation in this county.

"The northern part of the county has fair facilities for transportation by sea from Astoria, but in the southern part, or the portion south of Cape Lookout, we are compelled to haul out our produce and freight in our goods by the same process. We have a fair entrance from the sea to Nestucca Bay, but of late years there has been a studied and successful effort by interested parties in the north end to prevent boats coming in here, as they are reaching out for the trade of this section.

"There are about 1500 people in this part of the state. Dairying is the principal industry. The salmon-fishing industry may be said to be, second in importance, while many other valuable industries would be developed with proper transportation facilities.

"There are now in the warehouse on the bay nearly 5000 cases of salmon, and about 25 tons of cheese awaiting shipment since October or November. A large quantity was hauled out during good weather last summer. All of this is for Portland. Nor is this all. Several tons of merchandise is hauled in annually over the wagon roads at great expense.

"This is the situation, and our only hope is to secure the extension of the Southern Pacific Railroad from Sheridan to the coast, or the building of a line by a local company and Portland capitalists. The distance is nearly 42 miles of nearly level ground. The first 15 miles will be through a good farming country, and there will be no expensive bridges to build.

"This is one of the best summer resorts along the Coast, and is accessible to the very heart of the interior, and a good passenger travel would be maintained most of the year.

"We must have relief some way, even if nothing more than a motor line, which would relieve the situation somewhat for a time."—Telegram.

NOTICE FOR PUBLICATION. Land Office at Oregon City, Ore., February 24th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver, at Oregon City, Ore., on April 10th, 1900, viz: ISAAC M. DONKEL.

H. E. No. 1165, for the lots 3, 4 and 5 and Sw 1/4 of Ne 1/4 sec. 2, T. 3 N., R. 8 W. and lots 9 and 10, sec. 3, T. 4 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Del Springer and Jacob Mundschenk, of Mishawaka, Oregon; John Cocoran, of Vine Maple, Oregon; C. A. Naah, of Oregon City, Oregon.

NOTICE FOR PUBLICATION. Land Office at Oregon City, Ore., February 24th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver, at Oregon City, Ore., on April 10, 1900, viz: SIMON P. DONKEL.

H. E. No. 11788 for the lots 2 and 12 and S 1/4 of Ne 1/4 sec. 2, T. 3 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Del Springer and Jacob Mundschenk, of Mishawaka, Oregon; John Cocoran, of Vine Maple, Oregon; C. A. Naah, of Oregon City, Oregon.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, January 27th, 1900.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3rd, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

JOSEPH SEVERANCE, of North Yamhill, county of Yamhill, State of Oregon, has this day filed in this office his sworn statement No. 545, for the purchase of the Sw 1/4 of Ne 1/4 and E 1/2 of Se 1/4 of Section No. 36, in Township 6 S., Range 8 W., and will offer proof to show that the land so described is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Thursday the 22nd day of March, 1900.

He names as witnesses: Ostrom P. Merritt, William E. Merritt, Ollie S. Young and Curtis Jones, of North Yamhill, Or.; Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 22nd day of March, 1900.

NOTICE FOR PUBLICATION. Land Office at Oregon City, Ore., January 27th, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the County Clerk of Tillamook county, at Tillamook, Ore., on March 21st, 1900, viz: JOSEPH SEVERANCE.

H. E. No. 11950, for the Sw 1/4 of Sec. 29, T. 2 N., R. 7 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Walter J. Smith and William Hingworth, of Wilson, Or.; Charles Himes, of Tillamook, Or.; Frank B. Herrington, of Wilson.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, January 17th, 1900.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

EMMA L. C. M. BAUMER, of Portland, county of Multnomah, State of Oregon, has this day filed in this office her sworn statement No. 546, for the purchase of the S 1/2 of Sec. 10, in Township 6 S., Range 10 W., and will offer proof to show that the land so described is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Ore., on Thursday, the 22nd day of March, 1900.

He names as witnesses: John Wessenberg, of Portland, Or.; Frank Riech, of Emma, Or.; Stephen Bauer, of New-canaan, Or.; Michael Greindlinger, of Emma, Or.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 22nd day of March, 1900.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, December 30th, 1899.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892.

ABEL W. SEVERANCE, of Tillamook, county of Tillamook, State of Oregon, has this day filed in this office his sworn statement No. 547, for the purchase of the E 1/2 of Sw 1/4 and Lots 3 and 4, of section 30, in Township 2 N., Range 7 W., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Saturday, the 17th day of March 1900.

He names as witnesses: Walter J. Smith, of Wilson, Or.; John E. Tuttle, of Tillamook, Or.; Joseph Severance, of Wilson, Or.; George Johnson, of Tillamook, Or.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 17th day of March 1900.

SUMMONS. In the Circuit Court of the State of Oregon, for Tillamook County.

Jane Conklin, plaintiff, vs. Andrew Conklin, defendant. To Andrew Conklin, the above named defendant.

Truckee Lumber Co., OF SAN FRANCISCO, DEALERS IN

FIR & SPRUCE Lumber, BOX SHOOKS.

GENERAL MERCHANDISE AND LOGGERS' SUPPLIES, AGENTS STEAMER W. H. KRUGER.

Hobsonville, Or. J. E. SIBLEY, Mgr.

WINE AND LIQUOR HOUSE.

Billiard Parlors and General Social Resort.

C. E. HADLEY, Proprietor. Agents for Kopp's Brewery, the Brewer of the Finest Beer in the Northwest.

LEACH & JONES, PROPRIETORS OF

Tillamook Meat Makret

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L. H. BROWN, PRESIDENT. W. H. COOPER, SEC. & TREAS. DIRECTORS: L. H. BROWN, H. G. DAVIS, G. W. TEFFT.

PACIFIC LUMBER CO., Manufacturers of

All Kinds of Fine Merchantable Lumber.

TILLAMOOK, OR. Fine Dressed Flooring and Finishing Lumber a Specialty.

Local Orders Promptly Filled. Well Stocked Lumber Yard near Court House.

TILLAMOOK MACHINE SHOP,

(Successors to L. Hiner) Practical Machinists And Blacksmiths.

Steam Boat and Loggers' Work and Heavy Forging a Specialty. Estimates given on new machinery.

The DIRECT ROUTE to TILLAMOOK Carrying U.S. Mail.

Tillamook & North Yamhill Stage Line.

JOHN BARKER, Proprietor. Stage leaves Tillamook daily except Sunday. Stage leaves N. Yamhill daily except Monday.

Tickets must be secured the day previous from the Agents at North Yamhill and Tillamook.

Allen House,

J. P. ALLEN, Proprietor. First class accommodation at second class rate.

BEST MEALS IN THE CITY.

Tillamook, Ore. Centrally Located. Rates, \$1 Per Day

LARSEN HOUSE,

M. H. LARSEN, Proprietor. TILLAMOOK, OREGON. Stage and Express Office. The Best Hotel in the city. No Chinese Employed

