

TILLAMOOK TO HAVE A RAILROAD.

New York will Furnish the Money to Build an Independent Line from Portland to Tillamook City--The Business Men of Portland form a Company.

[FROM THE OREGONIAN.]

The movement for a railroad direct between Portland and Nehalem and Tillamook Bays has taken definite form. The names of 51 citizens of Portland have already been obtained to contribute the organization of a corporation to take up the project. Many others will be added, so the enterprise will have substantial standing and at the same time show popular strength. The organization is to be perfected next week, and the project will be vigorously pushed.

For three months negotiations have been in progress between Portland men and prominent financiers of New York for the construction of a railroad direct from Portland to Nehalem and Tillamook Bays as an independent line, free from other railroad companies. After considerable correspondence and an examination of the maps and plats of surveys heretofore made of two routes between Portland and Tillamook City, and of the estimates of the cost of construction, equipment, etc., which had been previously submitted to them, the New York men concluded to send a representative to Portland to investigate the enterprise, and, if practicable, to inquire why Portland did not undertake it. The agent arrived here after Christmas. It was explained to him that Portland people were in favor of the project, but that the reason they could not undertake an expenditure of \$1,500,000 to \$1,750,000 in building the road was that these sums were greater than this community could take out of its legitimate business channels for permanent investment. But Portland was found ready to co-operate with others in building the road.

The agent returned to New York and reported favorably. Information has since been received that before the New York people put a corps of engineers in the field to select one of the two routes already surveyed into Portland and verify the cost of construction, it would be necessary for substantial men to organize a company and out of their own number elect a board of directors locally to manage its affairs. These are not to supply the capital for building the road, however. Accordingly, the following 51 substantial residents of Portland have already signed an agreement to organize the Portland, Nehalem & Tillamook Railway Company as a corporation of Oregon:

H. W. Corbett,
Wm. M. Ludd,
J. Wesley Ladd,
J. C. Ainsworth,
A. L. Mills,
Jacob Kamm,
Geo. T. Myers,
John McCracken,
Donald Mackay,
P. F. Morey,
Clusset & Devers,
Wadhams & Kerr Bros.,
Wadhams & Co.,
Chas. F. Beebe & Co.,
Everding & Farrell,
W. J. Van Schuyver & Co.,
R. W. Lewis and C. H. Lewis, of
Allen & Lewis,
L. Blumauer & Co.,
Sol Hirsch, of Fleischner, Mayer & Co.,
F. E. Beach & Co.,
H. S. Rowe, Mayor of Portland,
H. Weinhard,
H. Wittenberg,
R. Glisan,
John Stewart,

W. C. Noon,
J. H. Spadone, of Boston Rubber Co.,
Meier & Frank,
L. G. Clarke, of Woodard & Clarke,
H. C. Leonard,
Walter F. Burrell,
Henry C. Cabell, U. S. Army,
J. Couch Flanders,
Adolph A. De'cum,
L. H. Lewis,
J. W. Cook,
F. W. Baltes Printing Co.,
William Fliedner,
William Reidt,
E. W. Spencer, for Mrs. Irving's
Estate,
J. A. Brown,
H. W. Scott,
H. L. Pittcock,
C. F. Pearson,
John Welch,
Dr. Ernest Barton,
Dr. George F. Wilson,
Fred W. Mulkey,
David M. Dunne,
F. C. Baker.

The articles of incorporation have been prepared, and will be signed this week by a committee designated for that purpose, and a board of nine directors will be elected early next week from these subscribers.

The Articles Incorporating the Portland, Nehalem & Tillamook Railway Company.

Articles incorporating the Portland, Nehalem & Tillamook Railway Company have been drawn, and will be signed and filed for record in a few days. Its duration is to be perpetual. The objects of the incorporation are to construct and operate lines of railway from Portland through Washington County as follows:

1. To the Upper Nehalem Valley at or near Vernonia, Columbia County.
2. To the Central Nehalem Valley at or near Grand Rapids, Clatsop County.
3. To the Lower Nehalem Valley, at or near Nehalem City, Tillamook County.
4. To Tillamook Bay and City.

Authority is to be given also to build branches to connect with the O. R. & N., Northern Pacific or Southern Pacific.

It is significant that the route lies through Washington County, which keeps it from getting a base on the Columbia River and thus leading business away from Portland. The four lines are virtually sections of one through railroad to Nehalem and Tillamook Bays, with a branch to the Upper Nehalem Valley.

In addition to the railroad, the articles cover authority to acquire coal land and open mines and work them; to build, construct, lease, operate and charter steamers and barges to ply upon the Pacific Ocean, Columbia and Willamette Rivers, in connection with said coal mines, railways, branches and extensions, and to construct, lease and operate tramways, steam, electric or motor; wharves, coal bunkers and warehouses; to charge rents or tolls for the use thereof, and generally to do such other business, matters and things as are incidental or conducive to the above objects.

The capital stock of the corporation is placed at \$1,000,000, divided into 40,000 shares of \$25 each, which shares may be subdivided into two classes, the one class called preferred or preference shares, ranking in priority of dividends and in security over the other, or second, class, called common or ordinary shares. These two classes of shares are to be issued in whatever proportions the directors may determine, but have equal cumulative voting powers in the management of this corporation.

The corporation is to have the customary authority to buy and own real estate and do various other acts usual for corporations of this kind. The place of business is to be in Portland.

It is understood that the subscribers to the first stock of the company to get the enterprise organized and in operation will have preferred stock.

What the "Outside World" think of Tillamook County, Tillamook Industries and Tillamook People.

It can hardly fail to be a source of satisfaction to the people of the Oregon Coast region that the Nehalem Railroad promises in the near future to be an assured fact. The natural resources

of the long tract lying between the Coast Mountains and the Pacific Ocean have long invited development. The wind work, so to speak, of a railroad making available these resources in timber, coal, mineral and dairy products has been many times constructed and given to paper, only to be dissipated by the hard logic of circumstances, the central fact of which was lack of money wherewith to build and equip a mountain railroad. This vital condition seems now likely to be supplied, and a railroad to the sea to be in immediate prospect.

There is nothing new to say in support of this enterprise, since all that can be said has many times been said. It is simply astonishing that this region, so richly endowed by nature for the benefit of man, has been so long inaccessible to trade; that its industries, all of the growing type, the products of which are in demand in the world's markets, should have been left to struggle in a condition of arrested development for the better part of a generation—not from lack of recognition, but from lack of modern transportation facilities. The people of Tillamook County, loyal to their section and anxious for its development, have shown commendable courage and patience in waiting the slow progress of events that would put them in touch with the outside world. They have argued and urged and hoped; spoken in season and out of season of the natural advantages of the region, and pointed to their magnificent forests, their vast coal deposits, their streams alive with fish and their ranges rank with wild grasses in proof of their contention. They have engaged in dairying and challenged the world to produce sweeter butter or more toothsome cheese than that bearing the Tillamook brand, and, in a way, relatively small because of a cramped market, they have pushed these various industries until, in the matter of local prosperity, as shown in well-to-do community life, there are no happier homes or better educational and social privileges in any rural section of the state than are found in portions of this isolated Coast region.

With this nucleus of enterprise, industry and social order, a wonderful development will follow railroad connection with the outside world. This connection at least seems to be in sight, and, when accomplished, will introduce an era of prosperity that will, in a sense at least, atone for the deferred possibilities of years.

Some of the Reasons which set the Ball Rolling.

In behalf of the people of Tillamook county, we must express our gratitude to the Oregonian for the manner in which that newspaper has brought the needs of this county prominently before the business men of Portland. Last summer, when tons of Tillamook freight were tied up at Astoria and it looked as though San Francisco would get the trade from Portland, it set some of the business men and financiers of that city thinking, and more they did so more imperative it became to them that Tillamook should have railroad connections with Portland. The Oregonian, with commendable enterprise, showed what resources Tillamook county contained. This had the effect of doubly interesting the people of Portland, for they saw at once if the coal from Nehalem could be secured it would make Portland a great manufacturing center in the near future. And we hope and believe it will do so, for too much money leaves Oregon annually for manufactured articles which should be manufactured at home. It is a source of satisfaction to know that the righteous indignation against freight being tied-up for weeks at Astoria last summer had a good effect, and we can say this, the result of which will give Tillamook a railroad in the near future. The Pacific Navigation Company became hot in the collar because the Headlight started "kicking" it for bad and irregular transportation. This started dairymen and business men "kicking" also, and heaven knows they were perfectly justified in doing so. It is not necessary for us to elongate on this, with the exception of saying that influential newspapers like the Oregonian can do much for communities, and when they have just cause to complain, as the Headlight had in irregular transportation and discriminating freight charges, it is only right that they should aim to bring about a different state of affairs. We see the breakers gradually disappearing and a bright future in view for Tillamook county.

Bits of Information.

When Nelson's famous signal—"England expects every man to do his duty"—was given at Trafalgar, a Scottish sailor complained to a fellow countryman, "No a word o' pur auld Scotland!" "Hoots, Sandy," answered his friend, "the admiral kens that every Scotsman will do his duty. He's just giving the Englishers a hint."

Why are dignitaries saluted by cannon-firing when they visit a foreign port? It seems a curious sort of welcome, this firing off of guns, but it seems that the custom arose in a very reasonable way. Originally a town or a war ship fired off its guns on the approach of important and friendly strangers to show that they had such faith in the visitors' peaceful intentions they didn't think it necessary to keep their guns loaded.

Why do we have bows on the left side of our hats? In olden times when men were much in the open air it was the habit to tie a cord around the crown of the hat and let the ends fall on the left side, to be grasped on the arising of a squall. They fell on the left side so that they might be grasped by the left hand, the right usually being more usefully engaged. Later on the ends got to be tied in a bow and later still they became useless, yet the bow has remained and will probably remain till the next deluge or something of that sort.

The twentieth century, which opened on Tuesday, will close on a Sunday, says the statician of the Philadelphia Record. It will have twenty-four leap years—the greatest number possible. February will have five Sundays three times: 1920, 1948 and 1976. The earliest possible date on which Easter can occur is March 12. The last time it occurred on that date was 1818. The latest that Easter can occur is April 25. It will occur but one time in the coming century on that date—1943. The twentieth century will contain 36,525 days, or lacking one day of 5,218 weeks. The middle day of the century will be January 1, 1951. There will be 380 eclipses during the coming century. In 1935 there will be seven eclipses. There will be eight solar eclipses visible in the United States: 1918, 1923, 1925, 1945, 1954, 1979, 1984 and 1994. There will be twelve

transits of Mercury. There will be no transit of Venus until 2004.

An old settler died at Kenosha, Wis., recently. He was noted for his honesty, humanity, kindness, liberality and love of children. As to the latter, it is said: "At his funeral the children of Kenosha outnumbered everyone else." Many a man now living and who when dead will be interred in a marble mausoleum will not have such a noble and honorable epitaph as that simple statement of fact.

An enterprising American is now located on the river Jordan, and is shipping water from that famous stream to European and American churches for baptismal purposes.

We note in an exchange that a young woman desiring to know what would keep her hands nice and white answered an advertisement, and sending some money along, she received this receipt: "Soak your hands in dishwater three times per day while mother rests."

For Sale.

A dairy farm, with or without stock. For particulars apply to Chas. Pye, Nehalem, Tillamook Co., Oregon.

"Tommy, Tommy, remember. Sauty comes only to good boys."
"Yes, ma; but boys 'at you think iz awful had Sauty thinks iz tollable good."

J. JONES,
DEALER IN
General Hardware.
OPPOSITE THE POST OFFICE,
TILLAMOOK, OR.

Truckee Lumber Co.,
OF SAN FRANCISCO, DEALERS IN
FIR & SPRUCE Lumber
BOX SHOOKS.

GENERAL MERCHANDISE
And LOGGERS' SUPPLIES

AGENTS STEAMERS W. H. KRUGER AND TILLAMOOK.
Hobsonville, Or. J. E. SIBLEY, Mgr.

LEACH & JONES,
PROPRIETORS OF
Tillamook Meat Market
DEALERS IN
Fresh and Cured Meats, Hides, Wool, etc.
Shop next door to Larsen's Hotel, Tillamook

Trade at the
NEW MEAT MARKET,
Next to the Post Office.

You will always find prime meat at this store. Give us a call.
J. F. JENKINS, Proprietor.

Horse Shoeing and General Blacksmithing.
Wagon Work.
We guarantee first class Wagon Work at low charges.
Shoeing, No. 4's down, \$1.50.
WEST & THAYER, Proprietors.
Work Shops:
Next to Goyne's Office, Tillamook City, Oregon.




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.

W. V. MORGAN,
General Blacksmithing.
Make a Specialty of Logging and Machine Work.
First Class Work Guaranteed. Charges are Reasonable.
Shop in Hiner's old Stand, **TILLAMOOK CITY.**

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. Strangers can find here a place to write, attend to correspondence, privately confer upon business or social matters and generally feel at home.
Tillamook City, Oregon.

Allen House,
J. P. ALLEN, Proprietor
First class accommodation at second class rate.
BEST MEALS IN THE CITY.
Tillamook, Ore



RUSSELL ENGINES BOILERS
SAW MILLS High Grade Machinery
THRESHERS STACKERS
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PORTLAND, OREGON.
Write for Catalogue and Prices.

