

THE RAILROAD PROSPECT GROWS BRIGHTER.

Northern Pacific makes the First Aggressive Move by Ordering a Road to be Built from Scappoose.

THE DAIRYING INDUSTRY.

Railroad Terminating at Nehalem or any Point North of Tillamook City would not Help the Dairymen or the South Part of the County.

There is no abatement in the disposition of the railroad companies and the business interests of Portland to give Tillamook county railroad connections; in fact, the situation has been intensified, as we intimated in our last issue might be, in a race by the different railroad companies to tap the country first, as will be seen by the aggressive move of the Northern Pacific Railroad in giving orders to build at once from Scappoose to Pittsburg. This is no surprise to us, for in agitating for bar improvements, the resources of Tillamook county attracted the attention of officials whose railroads terminated at Portland, and like the business men of that city, became highly interested when they saw that railroad connections with Tillamook county would give them a valuable feeder and open up a rich and fertile country. There is this to be said about the aggressive move of the Northern Pacific, it will force the company formed in Portland last week for an independent railroad from that city to lose no time procrastinating, as Astoria did for years. Although it is hard to tell which road will reach the desired goal first, the dairy interests must be taken into consideration, for a railroad terminating short of Tillamook city would not afford the shipping facilities which that industry is in need of at the present time. We have pointed out before that with one exception all the creameries and cheese factories operated on the co-operative plan are situated south and east of Tillamook city, so a railroad terminating at Nehalem would be no benefit to them, for they would still have to depend upon irregular steamship facilities to get their products to market. And as this is the industry which Tillamook county has mainly depended upon for revenue for several years, it has gradually forced itself to the front as the best dairying country in Oregon, and with shipping facilities of a detrimental and discouraging character, it is the banner county for the production of splendid butter and cheese, and on that account the dairymen, and the manufacturers of their products, are deserving of first consideration in the matter of a railroad. With the advent of a railroad, dairying in Tillamook will make rapid strides, for it will not be many years before most of the idle land will be cleared and turned into beautiful meadows, the like of which for grazing purpose will be hard to surpass anywhere in Oregon or any other state. Another thing, the south part of the county from Tillamook city is developing very fast, and is as much in need, if not more so, of transportation facilities as any part of the county.

A Race to Nehalem.

TACOMA, Wash., Jan. 30.—Assistant to the President W. G. Pearce says the Northern Pacific Railway Company has ordered the immediate construction of a branch from Scappoose to Pittsburg, a distance of 21 miles, and the branch will be pushed on to the Pacific Ocean as rapidly as business shall warrant.

This announcement from Tacoma, that the Northern Pacific intends to build a railroad into the Nehalem country—that is, from Scappoose Station to Pittsburg—we had from New York through a private source some days ago, but could not use it. Pittsburg is on the Upper Nehalem, northwest of Scappoose, about 20 miles. We are glad to hear of the intention of anybody to build a railroad into that country, which has been neglected so long. There is nowhere else an equal area that has so good timber and so much of it as stands in Columbia, Clatsop and Tillamook Counties. There is coal, too, and a great extent of the country fit for agriculture. It is a region which will support a population of 200,000. The O. R. & N. also should push into that country, in order to get the lumber business for the Union Pacific system, and we believe it will. The country within reach embraces about 100 townships, or 3600 square miles. It is destined to become one of the most densely populated portions of Oregon.—Oregonian.

TACOMA, Wash., Feb. 1.—Assistant to the President W. G. Pearce says that the announcement that the Northern Pacific would begin work on a road from Scappoose to Pittsburg immediately was not done with the intention of heading off any other road. He said his company had been at work for some time investigating the project, and as the result of this the company had decided to build.

Commenting editorially upon the above, the Oregonian says: "It is to be hoped that the Northern Pacific's move toward the Nehalem Valley is undertaken in good faith, and not, as some profess to believe, for the purpose of scaring off another project to connect Portland with that country. But what

ever the aim of the Northern Pacific announcement may be, it should not be permitted to upset plans for direct connection between Portland and Tillamook County. The timber of the Nehalem will afford a large traffic, it is true. So, doubtless, with the coal of the lower valley. But Portland has more at stake than merely the hauling of timber or coal to market. Probably no considerable development can take place in the Northwest corner of the state that will not to some degree benefit this city. We should not, however, be content with a portion of the benefits when a little energy will bring all to us. For example, we should not content to see the Northern Pacific carry the traffic of the Nehalem country around Portland to and from the East, though we might get a little incidental trade of the new community. Portland's interests and the interests of the Nehalem Valley and Tillamook County are identical, and they should be knit together industrially, commercially and socially. Communication between these places should be direct and untrammelled by the exigencies of trans-continental traffic. Portland is the natural market-place and commercial center for all the country westward to the coast. The short rail haul to this market would be so inexpensive that the demand for harbor improvements at Tillamook and Nehalem Bays might be done away with. Not the timber supply, or the coal, or the agriculture, or the manufactures of that region, but all of them, Portland wants. It will aid their development. It will contribute its advantages to bring to its best the native wealth of the region, and the benefits will be mutual. But this is not to be accomplished by roundabout, indirect transportation accommodations. Give Tillamook County a direct route to Portland for her products, and the matter of further shipment will take care of itself. Give the Nehalem Valley one road that leads around Portland to the East, and a large part of the advantage that ought to come to it through proper traffic routes will be denied and Portland and the country will suffer from it. Portland should have a railroad direct to the rich Nehalem country."

Dairy Interests and a Railroad.

The Western Creamery, in its last issue says: "The Tillamook Headlight, in advocating the building of a railroad from Portland to Nehalem, strongly urges that it be extended to Tillamook city, thus benefiting the dairy industry and affording accommodation for the residents, who have long been cut off from communications with the outside world. All the cheese factories and creameries, with one exception, are located south and east of Tillamook city, so that if the terminus of the proposed road be made at Nehalem the dairy industry would be in no wise benefited." Since writing the article which the Western Creamery refers to, we are happy to say that the railroad prospects have considerably enlarged themselves and Tillamook city is one of the objective points. That is an assurance that the dairy interests have come in for some consideration by those who have engineered the proposed routes, but it is just as well to keep a weather eye open for fear that the railroad may terminate at some other point, not that we expect it will, for the business relations between Tillamook city and Portland have been perfectly satisfactory and on a large scale the past few years, it is only natural to expect that the business men who have formed a company to build a direct railroad from Portland to Tillamook have done so, for one reason, to cement the business of this city with that of the metropolis of the Northwest. If any point has a claim to be made a terminus it is Tillamook city, because it is in the center of population, in the heart of the dairying country, and in close proximity to the rivers which empty into Tillamook bay and which will bring down logs for numerous saw mills which will start up near the city as soon as transportation is secured.

Goble, Nehalem & Pacific Is Now Only Twelve Miles Away.

ST. HELENS, Or., Feb. 1.—Thomas Day, of the Goble, Nehalem & Pacific Railway Company, to-day said that their surveying party, which consists of 17 men, will be running their survey down the Nehalem River from a point one mile south of Oak Ranch Creek, at Rupert's mill, on the river, the survey having been completed through to that point. The construction of grade and track laying is being pushed forward as rapidly as possible. From the end of the grade to the Nehalem River at present is only 12 miles.

Report of Excessive Sulphur Said to Be a Mistake.

Dr. A. C. Pantou, who is Secretary of the Great Northern Coal Company, which has 1080 acres of coal land in the upper Nehalem Valley, takes exception to the statement frequently made that the coal of that section contains too much sulphur to be valuable. He says that the report of Professor J. S. Diller, of the United States Geological Survey, on which the erroneous conclusion was based, was on surface croppings that did not properly represent the quality of the measures. Surface water had dripped down and percolated through the specimens Professor Diller gathered thus accounting for the presence of the large proportion of sulphur found by the Government analyst. The analyses made

for the company in Portland do not show any sulphur, though the ash is reported to be a red gray.

The prospects issued by the company recites that the improvement of the property consists of two tunnels, one driven on a nine-foot and another on a five and one-half-foot measure. The tunnels are the whole distance of 200 feet in solid coal of merchantable character. The roof is sandstone and the floor slate. The distance from Portland is 48 miles. Some of this coal was brought to Portland and tested on the steam motors of the City & Suburban Company, and it gave satisfactory results. Though no further actual test has been made, it is presumed to be a good steam coal.

The Railroad Route That Would be a Profit to the Company.

Mr. F. M. Heidel, of Hillsboro, writing in regard to the proposed railroad routes says: "I have been interested in the articles written by William Reid, Joseph Gaston, Mr. Groner and others, advocating a direct line of railroad from Portland via Nehalem Valley to the coast, and as I claim considerable knowledge of the country that would be affected by such a railroad, I ask for a little space in your paper, giving my views as to the advantages of such a project, both to the promoters and to the country which the railroad may traverse.

"I assert, first, that such a railroad is a necessity. Any one who is familiar with the natural resources of the Nehalem country, as I think I am, will unhesitatingly say that there is not a section of country anywhere that would prove of more value than this section. It possesses some of the finest timber in the world, and the quantity seems to be unlimited. Recent developments have proved that there are vast quantities of coal in that section of the country, and it is more than probable that other minerals of more or less value are concealed in its depths.

"But who is to build the railroad? Or, more plainly stated, whose duty is it to build this railroad? I answer, the interests of the City of Portland require that this should be done by those men who have money for investment. In order that Portland should receive the benefit which it is justly entitled to, and especially so if it furnishes the means of constructing the railroad and developing the Nehalem country, as the starting point of the railroad should be Portland.

"If I am correct in this, then I want to see the road built through the country that would be most advantageous to the promoters of the road, and likewise to the largest area of tillable lands. This result could be obtained by following what is generally conceded to be a natural railroad grade from Portland through to the Nehalem River, namely, following up the Willamette River until it strikes the mouth of the Tualatin River, and following the Tualatin River to its intersection with Dairy Creek, and following that creek to the intersection of the Upper Nehalem Valley in township 2 north, range 7 west; thence up said valley to the headwaters of Salmonberry Creek; thence down said stream to where it intersects with the Lower Nehalem River; thence down the river to the Nehalem Bay. By following this route the road would traverse a section of country that is not surpassed in the State of Oregon for agricultural purposes. The product of the fertile section of country would supply sufficient traffic and place the road upon a paying basis from the start. The route above indicated, even upon a casual glance, will satisfy any one that it is the natural route and of easy grade. The railroad would be built upon low ground all the way, and nothing would have to be 'hailed up' to it, but everything would necessarily gravitate to it. All the tributary streams of the Nehalem country gravitate to the main streams which I have mentioned.

"I am glad to note that Portland is taking the initiative with reference to the construction of a Nehalem railroad, and if Portland seeks to be benefited by it she should see to it that the road is built so that Portland will be the natural base. If the St. Helens or Goble route should prevail, Portland would be but little benefited by it. It would follow a route that is sparsely settled and there is no fertile country through which it could possibly pass. The Willamette-Tualatin route would supply the railroad with freight and passenger traffic from the very beginning, that, in my judgment, would be profitable to the promoters of the road."

Joke of the Session.

The third house of the legislature was organized at Salem on Wednesday evening of last week, with J. B. Eddy speaker and Frank Davey chief clerk. The principal bills introduced were those providing bounties for cockroach scalps, establishing a barbers' college, and creating a capital dome commission with power to employ as many clerks as possible.

The house declined to admit prominent men from abroad, but extended the usual courtesies to the representatives of the Cider Press, and instructed the sergeant-at-arms to supply each member with 5000 cigars. The best joke of the session was cracked when Speaker Eddy asked: "Mr. Clerk, are there any more bills on the table?" Clerk Davey promptly replied: "Here is your wash bill."

TILLAMOOK WEATHER.

Jan.	Temperature.	Maxi- mum.	Mini- mum.	Mean.	Rain- fall.
1	39	29	34.0	0.78	
2	40	34	37.0	0.34	
3	39	32	35.1	0.86	
4	43	30	36.1	0.59	
5	46	34	40.0	0.86	
6	48	36	42.0	0.68	
7	44	35	39.1	0.62	
8	44	31	37.1	0.46	
9	40	30	35.0	0.25	
10	45	32	38.1	0.65	
11	53	44	48.1	1.48	
12	58	40	49.0	0.35	
13	56	45	50.1	1.98	
14	54	26	40.0	0.35	
15	49	36	42.1	0.22	
16	55	40	47.1	0.02	
17	60	35	47.1	0.02	
18	53	37	45.0	0.10	
19	58	33	45.1	0.01	
20	52	41	46.1	0.01	
21	55	38	46.1	0.33	
22	52	41	46.1	0.01	
23	59	30	49.0	0.56	
24	52	24	38.0	0.10	
25	48	32	40.0	0.10	
26	49	39	44.0	0.02	
27	52	36	44.0	0.02	
28	55	30	42.1	0.03	
29	57	29	43.0	0.01	
30	50	27	38.1	0.02	
31	50	27	38.1	0.02	

Sum. 1546..... 1053..... 130.8..... 14.59
Mean 49.5 ... 33.5..... 42.6..... 0.00

SUMMARY.—Mean temp., 42.6; Max. temp., 60; date, 17th. Min. temp., 24; date, 24th. Total snowfall, 2½ inches; number of days clear, 3; partly cloudy, 6; cloudy, 22. Dates of frost—Light, 17th, 19th, 21st, 27th and 28th. Killing, 23rd, 25th, 29th and 30th. Dates of hail, 2nd, 4th, 6th, 7th and 8th; sleet, 1st and 25th; th. storms, 1st and 13th; auroras, 0; Prevailing wind—Direction, W.

Remarks.—T trace. Solar halo, 18th, 19th, 21st and 29th. Lunar halo, 31st. Latitude, 45.26; No. longitude, 123.51 west of Greenwich.

CAPT. JOSEPH J. DAWSON,
Voluntary Observer.

Hang to 'em Like Grim Death.

Cows should be more plentiful in this county for the number of creameries and cheese factories there are in Tillamook. Having great advantage producing an abundance of green feed nearly the whole year, and with the prospect now of a railroad, it is none too soon for the dairymen to be getting plenty of young dairy stock upon their farms and keeping them for dairy purposes if they come up to the standard of good milkers. Once on an equality with other places in transportation and markets, dairying in Tillamook will be more profitable than heretofore, for the reason that butter will be shipped daily—instead of monthly at the present time—and secure the top price in the market for quality. Therefore, we say, it is none too soon for the dairymen to prepare themselves to meet these changed conditions and be in a position to make more money when the opportunity presents itself. And we do not know how we could advise dairymen better than to stock up their farms with plenty of milk cows and hang on to the young stock like grim death. This will also have the effect of supplying the cheese factories and creameries with plenty of milk, thus reducing the cost of manufacture where institutions of this kind have to run on a limited or half supply of milk.

Obituary.

Mr. William Wilkes, who died at his home at Trask, Tillamook county, Ore., on Friday evening, January 18th, 1901, was born in the town of Huntley, Gloucestershire, England, on the 10th day of January, 1820, thus living to the ripe old age of 81 years. He moved to Tillamook county sixteen months ago with his wife and three of his children, who located at Trask, near the bridge. Deceased leaves a wife and nine children to mourn his death, who are as follows: Messrs. Hance and Albert Wilkes and Mrs. W. O. Carman, of Trask, Or.; Mrs. H. L. Christensen and Mr. Charley Wilkes, of Newburg, Or.; Mr. William Wilkes, of Nebraska; Mrs. C. E. Raymond, of Michigan; Mrs. L. D. Kralke, of Wisconsin; and Mr. John V. Wilkes, of Idaho. Those of the family who had died were Mesdames Mary Ann Hull, Hattie Sample and Emma Stanard and Messrs. George and James Wilkes. The deceased was an affectionate husband and loving parent to his fourteen children, 7 of whom were sons and 7 daughters. He was highly respected by all who had made his acquaintance. The remains were buried in the Johnson cemetery. The family desire to express thanks to the neighbors and friends for their sympathy and kindness.

Will not be Undersold!

When you want meat go to Leach & Jones' Meat Market, for they will allow no other meat market to undersell them. Below will be found our prices until further notice:

Porterhouse Steak	8c.
Sirloin	7c.
Beef, roast	6c.
Boiling Beef	5c.
Pork	7c.

LEACH & JONES, CENTRAL MEAT MARKET, TILLAMOOK CITY.

Chicago has 6,371 saloons which netted the city \$3,162,170 in revenue last year.

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DEALERS IN
Fresh and Cured Meats, Hides, Wool, etc.
Shop next door to Larsen's Hotel, Tillamook

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

Tillamook & North Yamhill Stage Line.

JOHN BARKER, Proprietor.

Stage leaves Tillamook daily except Sunday.
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Tickets must be secured the day previous from the Agents at
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Make a Specialty of Logging and Machine Work.
First Class Work Guaranteed. Charges are Reasonable.
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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.

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Its application to the inside walls of poultry houses will permanently exterminate all LICE.

Results: HEALTHY CHICKENS—PLENTY EGGS.
Write for circular and prices and mention this paper.

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