

ELEGANT STOCK OF HOUSEHOLD FURNITURE.

Wall Paper
and Linings.

Furniture, etc., Sold on the
Installment Plan. Easy terms.
Call and Investigate.

We are Headquarters for
HOUSEHOLD FURNISHING GOODS,
CARPETS, MIRRORS, BEDROOM SUITES,
MATTING, OIL CLOTH, LINOLEUM,
LACE CURTAINS, TABLE LINEN, TOWELING,
STOVES, RANGES, CROCKERY, GLASS,

Sewing
Machines.
Undertaker's
Supplies.

Now's the time to furnish your homes. Call and Inspect our Goods. Prices are low for First Class Furniture.

OLSEN & CO., The Tillamook House Furnishers.

A ROAD TO TILLAMOOK COUNTRY IT WOULD OPEN AND TRAFFIC IT WOULD CARRY.

Report of Personal Examination of the Premises for the Portland, Nehalem & Tillamook Railway.

Secretary William Reid, of the Portland, Nehalem & Tillamook Railway Company, in company with a competent engineer, recently made a personal examination of the route for the proposed railway between Portland and Tillamook. In a report which he has drawn for the 52 stock-holders of the company in Portland he says it will be necessary to construct 82 to 85 miles of new track, on a maximum grade of 1 to 1 1/4 per cent, and that the cost will be \$16,300 per mile. The rolling stock will be extra, for which he recommends the issue of bonds to the amount of \$1,700,000 or \$2,000,000 per mile. This is a much smaller bonded debt than other Oregon roads carry. He estimates the annual receipts from traffic at \$673,782, and operating expenses and fixed charges at \$509,422, leaving an annual surplus of \$164,360. The report in full follows:

Although this company received an obligation in writing some time ago from one of the transcontinental railway companies, which gave us trackage facilities over its line into Portland, the actual agreement itself has been postponed, and in consequence intending bondholders could not advance necessary moneys or guarantee us anything until the trackage agreement itself was actually signed. When an inspection became necessary, it was deemed advisable that your secretary, in conjunction with a certain engineer and railroad constructor who has built a few thousand miles of railway, proceed by stage to Tillamook and afterwards that both the secretary and the inspector walk from the sea back overland on foot, the only practicable mode, the latter said of ascertaining accurately the resources, grades, curves, location and practical operation of the railway to be built. Accordingly, I have made the following report to the stockholders, after walking over the projected line of railway from Portland to Tillamook:

Country Tributary to the Railway Proposed.

Imagine a district 60 miles by 40 miles, all rich soil, partly tide, bottom and timber lands, with unlimited rains and grasses, where the white clover grows wild and 24 cheese and butter factories exist, utilizing the milk from 7000 cows; a climate cooler than Portland in Summer, with a warmer temperature and freedom from frosts in Winter, yet only 85 miles distant from this city; possessing salmon and ocean fisheries in abundance, fruit and root crops, hay and stock grazing in greater quantities to the acre than in the Willamette Valley; valuable coal mines of a semi-bituminous nature, now being opened up in anticipation of our railway carrying that coal next year (1902) into Portland; for shipbuilding admirably adapted for Coast ships, on account of its native facilities and extraordinarily cheap lumber; possessing 714,260 acres of lands unimproved and improved, waiting for settlement; with a 60-mile seacoast and bay inside, navigable for 11 miles; a sea bathing district close to the proposed railway terminus, which is claimed by United States officers to far surpass either Clatsop or Ilwaco (North Beach) for shelter, beauty, bathing and boating, outside of Tillamook Bay itself, which now receives annually hundreds of visitors. There are about 483,840 acres of the choicest Oregon timber land, estimated by Frank Baker, inspector for the United States Engineers, in his report to the War Department, dated January 1, 1901, to yield 15,120,000,000 feet, board measure of timber, excluding that timber upon and from the Nehalem River and country thereto tributary, estimated at 18,000,000,000 feet additional, and which latter, by a short branch line of 11 to 12 miles, may also be turned into Tillamook Bay and carried to Portland on our line of railway. You will thus see that the timber supply of five Tillamook rivers alone, all falling into the bay, estimated by Inspector Baker as 15,120,000,000 feet, if carried by our railway cars, would keep all of Port-

land's saw mills in operation at their present rate of consumption for over 50 years, without estimating the 18,000,000,000 feet to come from the Nehalem, above mentioned. In addition, responsible Tillamook men stand ready, whenever our railway reaches Tillamook Bay, to make contracts to deliver 500,000 feet per day of either lumber or logs on our railway cars for the Portland mills, the foreign ships and overland railways at or near Portland.

Such, in brief, are the resources, condition and ability of Tillamook and its people, who only await transportation by rail to guarantee the Portland, Nehalem & Tillamook Railway Company 33 to 35 cars of logs or lumber every working day in the year. This is separate from the local lumber and logs tributary to our line of railway between Portland and Tillamook itself, which other loggers will naturally ship by rail. Contrast this prospect with Astoria, 100 miles distant, which, although it has one railway and three daily river steamer lines, yet does not supply Portland with 5000 feet of lumber daily, or any raw or manufactured product whatever, except salmon, half of which goes by way of Puget Sound.

With such unusual advantages for capital and labor at Tillamook Bay, with valuable dairy lands surrounding same, and only 85 miles from Portland, coupled with the grit, determination and go-aheadism of her people in the past under the most disadvantageous circumstances, Tillamook County cannot fail to become a prosperous community, provided she get 85 miles of railway into Portland, of which only 70 to 75 miles will require to be constructed to reach the Union Depot. Until this mileage is built Tillamook will be practically valueless, either to her own people or to the City of Portland.

Ocean Competition

Nothing so clearly demonstrates this last assertion as the act of the Port of Tillamook Commissioners. In its report for 1901 it says: "For the 14 feet draft of vessels there must be 18 feet of water at least, on the bar;" therefore, "lumber cannot profitably be shipped to San Francisco in less than 14 feet draft." Now 17 feet of water is a rare occurrence on Tillamook Bay at its best stages, while nine feet is about the average high tide at Tillamook City. The commission adds:

"The all-important shipments will always be lumber and dairy products. The value of the latter is greatly affected by the promptness and reliability of shipment, which is entirely—in the case of dairy products—controlled by the condition of the bar in Winter months. The direct loss to the dairy industry during the last four years, occasioned by shifting and rough bars and consequent disappointment in shipping, cannot be placed at less than \$25,000. This loss will be proportionately greater for every year the bar is left unimproved."

This commission also says that Tillamook lumber shippers sustained a loss of \$7000 in six months, and adds: "To this absolute direct loss must be added the indeterminate injury resultant from the refusal of shipowners to make any charters during sometimes five months in each year, and the consequent paralyzing of our lumber industry. One firm alone, the Truckee Lumber Company, has lost since the inception of its business \$129,000 by reason of difference in freights and \$275,000 through inability to obtain charters at any price."

These extracts conclusively prove that Tillamook Bay and ocean will never be utilized when our railway is running from there into Portland, seeing that butter and cheese shipments are often detained five or six weeks inside the bar in bad weather, even the Astoria steamer being often absent for many weeks. Whereas, with rail connection, all of the butter and cheese produced which is not consumed in Portland will be carried thence to San Francisco by rail, along with a majority of the lumber destined for the Golden Gate.

Railroad Routes and Competition

There are three railroad routes from Portland to Tillamook—the first 169 miles, via Astoria and Seaside; the second via Scappoose, Pittsburg and Nehalem, 121 miles; and our line, 85 miles, on a 1 per cent grade, or 82 miles if three miles whereof are built on a 1 1/4 per cent grade. Each route has a small portion to be constructed on a grade of 2 per

cent, except our route. Should we conclude to add three miles to the present estimated mileage for a 1 1/4 per cent grade on the divide, we then may have a 1 per cent grade all the way from the plains of Washington County to Tillamook Bay. For 35 1/2 miles from Tillamook easterly is a gradual, continuous and unbroken rise, with moderate rock work, average grade 34 feet to the mile to near the divide; thence across and down the divide to Upper Gales Creek on a 1 per cent grade, from which our coal branch road of 10 miles will connect with the main line, and thence to Portland.

Before leaving for the East the inspector referred to, who walked with the secretary across the Coast Range, congratulated Portland on having the least expensive mountain rock work and best continuous mountain grade he had ever seen, and stated that the shortness of our route 85 miles from tide water at Tillamook to tidewater at Portland, would be the means eventually of preventing any ruinous competition from other lines, as he believed from the Tillamook and Nehalem countries developed there would be trade for two more lines of railway; and in such event, with the shortest line and the heaviest resources along our road, our enterprise would always be able to defy competition.

Cost of Railway.

Your company's estimates of construction and cost of equipping your railway have been carefully investigated and verified, and while the construction of the 85 miles to be built, including the Coal Branch railway of 10 miles, can be done for a sum of \$16,300 per mile, without rolling stock; yet as the rolling stock required will be twice more than on an average railway, and made suitable for carrying coal, logs, lumber and cordwood, in addition to general freight and dairy products, it is desired to double the ordinary purchases of rolling stock, and now provide for an increase of the carrying business every year. An issue will therefore be made of first mortgage bonds for \$1,700,000, bearing 5 per cent interest, limited to \$20,000 per mile, these bonds to be a first security over the road in running operation, and the rolling stock, wharves and warehouses at both terminals. This mortgage will thus be \$10,000 per mile less than any other railway mortgage in Western Oregon.

Future Extensions

A glance at the map accompanying this report will show that the lines now proposed to be built will accommodate the country for some years, namely, the main line from Portland to Tillamook, 85 miles, and the 10-mile coal branch, the latter also penetrating into equally valuable timber as on the main line. An extension of this coal branch for eight to nine miles more, at a cost not to exceed \$13,000 per mile, or \$110,000 at the most, would carry this branch railway to the very heart of the Nehalem or Central Nehalem; and, coupled with a 13-mile branch from Tillamook Bay to the Lower Nehalem country, would drain the entire Nehalem and Tillamook countries, and carry their timber and produce and everything to the City of Portland. In short, an issue of bonds for \$2,900,000, secured by 100 to 108 miles of railway in Nehalem; Tillamook and Washington Counties, would perpetually retain unto Portland the whole of that country lying north of Oregon City and south of the Columbia River, except that now occupied by railways hitherto constructed outside of Portland.

Estimated Receipts from Traffic.

These have been carefully revised and details made at length. An abstract of the whole is as follows:

Tonnage of merchandise, machinery, canned salmon, butter, cheese, etc., from Tillamook in 1900 aggregated inwards and outwards 26,855, of which two thirds will go to our railway at least, 18,800 tons, at \$4.....\$ 75,200

Thirty cars per day logs or lumber from Tillamook as offered at \$25..... 234,750

Cedar, local logs, pulp wood, telegraph poles, piling, cedar shingles and ties..... 57,550

Cordwood, 70 cords a day, at 80 cents..... 20,400

Grain and produce, east of Coast Range..... 21,960

Fresh fish, oysters, shellfish, etc. Supplies to logging camps, 10 per cent of the whole..... 41,361

(Note.—Managers Michigan railways make this item 50 per cent.)

Coal traffic, 127,000 tons, at \$1 127,000

Passenger traffic, all points..... 50,200

Passengers from seaside, excursions, etc, 85 miles, for year..... 16,130

United States mails, express and way receipts..... 5,475

Total receipts.....\$673,782

Operating expenses and management, 63 per cent.....\$424,422

Interest on bonded indebtedness, at 5 per cent..... 85,000

Total expenses.....\$509,422

Total yearly surplus.....\$164,360

In above estimate, no calculation of increase in traffic, freight or passengers is estimated from the increased population yearly and development of the country which follow the opening of railway. Respectfully,

WILLIAM REID,
Secretary Portland, Nehalem & Tillamook Railway Company.

Yellow Fir Lumber Co.'s Prices.

Below will be found the Yellow Fir Lumber Company's price list for lumber. PRICES FOR LUMBER AT THE MILLS: Per 1000 ft

Rough lumber.....\$6 50

Sized lumber..... 7 50

Ship lap..... 8 00

Dressed lumber, flooring & rustic 14 50

PRICES AT TILLAMOOK CITY.

And delivered anywhere along the main road from the mills:

Rough lumber..... 8 00

Sized lumber..... 9 00

Ship lap..... 9 50

Dressed lumber up to 16in. wide, 16 00

Flooring and rustic..... 16 00

Dressed pickets from 1 to 3 inches wide 1/2c. per lineal foot.

Above prices are for lumber less than thirty feet long. Leave orders at the saw mills or with

E. G. E. WIST, President;
PETER BRANT, Secretary.

IRIDOSMIUM

one of the Platinum Metals and invariably associated with it and usually with gold in placer and beach mines, has now considerable market value. It is tin-white, heavier than gold and occurs in small scales. For information about saving Iridosmium and Platinum write to the Waratah Minerals Company, Limited, 140 Ellis street, San Francisco, Calif. For sale send them to Welsbach Company, Broad & Arch sts., Philadelphia, Pa. Analysis free.

CHEESE AND BUTTER MAKERS.

Of Cheesery, Dairy and Creamery Machinery and Supplies we carry the largest stock in the northwest. A full line of D. H. Barrell & Co.'s celebrated Cheese making preparations, Apparatus, etc.

Send for Catalogue.

BRADDICK-KEATINGE CO.,
143 FRONT STREET,
PORTLAND, ORE.
Agents for DeLaval Cream Separators.

EDGAR LATIMER,
BARBER AND HAIRDRESSER.
SHAVING, HAIR CUTTING, SHAMPOOING, ETC

Electric Baths nicely fitted up. Good for persons suffering with rheumatism.

C. A. BAILEY,
DEALER IN
STUDEBAKER WAGON
OSBORNE MOWERS,
Buggies, hay rakes, plows, and other farm machinery. You can save money by dealing with me. Special Prices on Buggies and Spring Wagons.
C. A. BAILEY, Tillamook, Ore.

J. S. LAMAR,

WINE AND SPIRIT MERCHANT.

I have the largest and best assorted stock of old Wines and Liquors that has ever been imported into this City.

Whisky, \$2.25 to \$8.00 per gal.
Wines, \$1.00 to \$3.00 per gal.

Don't drink cheap doctored stuff when you can buy it pure and unadulterated from me.

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.

Truckee Lumber Co.,

OF SAN FRANCISCO, DEALERS IN

FIR & SPRUCE Lumber

BOX SHOOKS.

GENERAL MERCHANDISE And LOGGERS' SUPPLIES

AGENTS STEAMERS "W. H. KRUGER" AND "ACME."
For San Francisco and Los Angeles.

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

Pacific Navigation Co.

STEAMERS—SUE H. ELMORE, W. H. HARRISON.
ONLY LINE—ASTORIA TO TILLAMOOK, GARIBALDI, BAY CITY, HOBSONVILLE.

Connecting at Astoria with the Oregon Railroad & Navigation Co. and also the Astoria & Columbia River R. R. for San Francisco, Portland and all points east. For freight and passenger rates apply to

SAMUEL ELMORE & CO., General Agents, ASTORIA, OR.
B. C. LAMB, Agent, Tillamook, Oregon.
Agents O. R. & N. R. R. Co., Portland.
A. & C. H. R. Co., Portland.

Centrally Located. Rates, \$1 Per Day.

LARSEN HOUSE,

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

M. F. LEACH,

PROPRIETOR OF

Tillamook Meat Market

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

L. N. BARNES,

At the NEW
MEAT MARKET,

Is still here and expects to remain.
Thanking you for past favors and a continuance of your trade
Cash paid for HIDES and PELTS and FURS, Etc.
FAT HOGS WANTED right away to pack down.