

**WEALTH IN TIMBER.**

**The Tillamook Region a Vast Forest.**

**A "POOR MAN'S COUNTRY."**

**Analysis of the Local Population—Opportunity and Welcome for the Worker—Great Development Expected in the Timber Industry.**

[By an Oregonian Staff Writer—Third Letter.]

TILLAMOOK, Sept. 8.—The timber interest of Tillamook County is more important in its basis of raw material—in the splendid forests which literally clothe the land—than in its practical development. In truth, the actual business of lumber is slight, and, in contrast with its possibilities, almost trifling. There are two mills in Tillamook Bay of moderate capacity, and one in the Nehalem; and these, with three or four small establishments which supply only the limited home trade, make the whole story. In their operation, which has covered a series of years, these establishments have as yet scarcely made a mark upon the timber resources of the country. The company operating the mill on the Nehalem, for example, owns upwards of 75,000 acres tributary to the main branches of that stream in their windings through Tillamook, Clatsop and Columbia Counties, but up to this time its practical logging operations have not extended back from tide-water. It is simply taking what may be called the water-front fringe of its immense holdings. And the same general statement applies to the logging operations which supply the two small commercial mills on Tillamook Bay. In truth, the great inland timber belt of the Tillamook country has not been touched.

There are those who pretend to declare in figures the extent of this untouched timber resource, but, after riding through the forest belt, and studying the maps, I am not able to put much faith in estimates. One might, with about the same claims to credence, undertake to figure out and declare in gallons the quantity of water in any given section of the Pacific Ocean. The thing is too vast, the conditions are too uncertain. The eye of experience may be better qualified to judge than another, but in any case there can be nothing more authoritative than a guess.

But no man can ride as I have done this week in coming here by way of the Wilson River road, through 40 miles of forest, in which there is scarcely an opening, and in which giant trees crown each other, without being impressed with the fact that here is one of the world's greatest stores of timber. From the summit of the Coast Range Mountains to the tide-water line, a distance, east and west, of approximately 35 miles. It is simply one vast and dense forest. The road winds a mere thread through this region of shade and gloom, with only rarely a space wide enough to permit the rays of the sun to find the ground. And this splendid forest, the like of which is to be found nowhere in the world besides the Puget Sound country and in the Cascade Mountain timber fields, extends from near the Columbia River, on the north, to the great "burns," whose northern line is in the Nestucca country, in the southern part of Tillamook County.

Through this vast region there are some places of scanty growth, with some areas which in times past have been burned over and destroyed, but, broadly speaking, it is a virgin and all but unequalled forest district, in which the fir predominates, with a sprinkling of cedar, and toward the coast a great wide area of spruce. And everywhere it is a forest of the giant breed, with trees ranging from eight to 30 feet in circumference and reaching upwards from 150 to 300 feet. There are, I repeat, men who will undertake to say how many multiplied million feet of merchantable timber there are in this great forest, but I will not give their figures, because I have no faith even in their approximation to accuracy.

In one way or another, either as mill workers, loggers' suppliers of logging camps, boatmen or other occupations, about one-fourth of the Tillamook County population, say 1500 persons, all told, gain their living through the timber business. To a very great extent, the timber fields are owned by outside capitalists, though to some extent the local holders have not yet parted with their holdings. But the timber resource of the county is essentially the rich man's as distinct from the poor man's, opportunity. It is immensely valuable, but it is a value not immediately available or readily turned into cash, and the man of moderate resources usually sees his interest in selling out to the mill company or the "syndicate" able by its large capital to operate on the whole plan, and to bide its time. But, at the same time, numbers of poor men who have gained a footing in the timber through original settlement, or other means, have found individual prosperity through it. Not a few of the prosperous herdsmen of the lower country gained the nucleus of present fortune through timely sales of timber claims.

Besides the industries founded upon livestock and timber, fishing is about

the only primary way in which money is earned in the Tillamook country. There is a salmon-canning and salting establishment in Tillamook Bay, and another in the Nehalem, and this industry in the two localities, and in all its branches gives employment to some 200 or 300 persons for about three months out of the year. In truth, owing to the desperate isolation of the country, no other form of industry is practicable. With railroad transportation, many forms of industry might be made profitable here, but, while the only means of communication with the outer world are the mountain road and the schooner, the country can hardly hope to widen the scope of its industry.

In its present condition the whole appeal of the Tillamook country is to the stockman, the dairyman and the timberman. It is no country for the general farmer, or for the professional man. Already there are lawyers and doctors in plenty, and the country has abundant capital for its immediate purposes. Individually, the people are prosperous, and there are as many lenders as borrowers—or more. But there is almost unlimited opportunity within the lines established industry, in the extension of the pasture area and in the development of the timber field. The work of the country presses upon the people, and to find workers for an emergency is proverbially a difficult thing. If a hundred workmen were to land at Tillamook tonight every man of them could easily find work before 24 hours. It is literally a situation where the harvest is great and the laborers are few.

And it is in its opportunities essentially a poor man's country. Good wages are to be had practically at all times, and a few months of diligent work, with economy, puts a man in shape to make a beginning on his own account. Ownership of a cow means a direct income of approximately \$50 per year; lands can be bought either improved or in the rough, and, with prudence and industry, a small beginning soon grows into something handsome in the way of a property. It is, too a country where industry in its rougher, as well as in its so-called higher, forms is entirely respected. While the people are commonly well to do, there is no wealthy class. There are few who do not work with their hands; there are few or none who hold themselves in aristocratic pride as a superior caste. A man whose fortune is to make, who must begin at the beginning, will find in Tillamook an atmosphere suitable to his condition, with the sympathies which give comfort and encouragement in the struggle for fortune.

The foundation stock of the Tillamook country, as I wrote in a former letter, traces back to the Oregon immigration the '40s and '50s, as witness many names which today figure in the property rolls and in the general affairs of the community; for example, Handley, Todd, Cooper, Thayer, Cobb, Jenkins, Hobson, Nolan, Bailey, Quick, Latimer, Hughey, Hembree, Norton, Austin, Chapman, Stillwell, Vaughn and many others. This pioneer stock is still strong, mingling freely in all ways of life and holding itself well in the later progress of the country. But it is not a dominant caste, for there is no dominant caste. Relatively, newcomers share with the old-timers both in influence and in property, for it is only within the past 15 years that the country has advanced beyond the pioneer condition of universal poverty. The newcomers has come from everywhere, but chiefly from the timbered countries of the Middle West and of Europe. Particularly to be noted is a North-of-Europe element, the Swede, the Dane and the Norwegian. They are among the very best sections of the local population, for they have instinctive integrity, trained frugality, skilled industry, great physical hardihood and a reasonable ambition to get on in the world. They like the country, easily fit into its work and general life, and make citizens of the very best sort.

While there is, as heretofore noted, a considerable element of home-born youth, the bulk of the people have come from somewhere, and the general character of the community life is surprisingly cosmopolitan. There is no prejudice, but, on the other hand, hearty welcome for the new-comer, and, in spite of the isolation which so blights the country, there is a constant, though light, stream of immigration. The dairy business, so prosperous in its present condition and so promising in its future, has been the means of bringing in some hundreds during the past two years, and there are reasons for believing that the country is on the eve of developments in its timber industry which will make a demand for many hundreds more. Every tendency is toward progress and expansion, and this in the fact of an isolation the like of which is hardly to be found elsewhere on the American Continent.

**Catarrh Cannot be Cured**  
with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials free.  
E. J. GREENE & CO., Props., Toledo, O. Sold by druggists, price 75c.  
Hall's Family Pills are the best.

**TILLAMOOK HARBOR.**

**Schooner Port of the Large Sort.**

**CONNECTION with PORTLAND.**

**Other Ports and the Towns of the Country.—The First and Great Need of the Country is a Railroad.**

(By an Oregon Staff Writer—Fourth Letter.)

TILLAMOOK, Or., Sept. 6.—The marked deficiency of the Pacific Coast in natural commercial ports, as compared with the Atlantic Coast, is in part compensated by the many little inlets which permit the entrance of schooners of light draft and bring to many local districts the advantage of water transportation. Tillamook County, due to the many streams which drain the western slopes of the Coast Range Mountains, has no less than five of these schooner ports—the Nehalem, Tillamook Bay, Netarts Bay, Nestucca Bay and the mouth of the Salmon River. By far the most important of these little "holes in the coast line" is the Bay of Tillamook which is clearly destined to be the seat of a considerable coastwise commerce, and which at this time affords to the Tillamook country its only traffic connection with the outer world.

Four considerable rivers, the Miami, Wilson, the Trask and the Tillamook, besides many large creeks, empty into Tillamook Bay, providing an outward flowing body of water sufficient with a little artificial aid to keep the entrance reasonably clear of sand. At the present time the channels through the bar carry about 16 feet of water at low tide, the depth varying from time to time, being sometimes 20 feet, and at others as low as 12. There has never been a time when the bay has not been available as a port to schooners drawing 12 to 14 feet of water, and with the aid which the Government promises to give it will in time be available to boats of much heavier draft.

The bay is about six miles long and half as wide, and consists of a series of submerged flats, through which there run channels of sufficient depth to float any vessel that can cross the bar. The Government has recognized the commercial importance of Tillamook Bay by inaugurating works for its development, the effort thus far being directed to deepening the channels within the bay and clearing out the tidal slough which connects it with the town of Tillamook, the principal point of shipment and center of population. In this work up to the present time is approximately \$60,000 has been expended, and there now lies available under the last appropriation bill the sum of \$27,000 for further operations.

Much good to the local navigation has been accomplished, and more is promised, but it is clear that the work of improvement ought to be projected upon a larger scale. It is the opinion of engineers that the entrance to the harbor might be made much deeper by confining the outward flow of water to a narrower channel, and this being so, it is not to be doubted that in time this work will be undertaken. Every foot added to the depth of the channels on the bar is a great advantage, since it makes the port available to vessels of deeper draft—an important matter in connection with the development of the timber business, whose freighting operations can be carried on much more economically in larger than in smaller vessels.

Naturally the interests of the people of Tillamook are very much alive to the policy of the Government in the matter of river and harbor improvement in general, and in the development of Tillamook Bay in particular. They do not expect that their bay will be made a commercial port in the sense that the Columbia River and Puget Sound are commercial ports, but they do expect such improvements as will change the conditions which oftentimes delay winter navigation—which, in fact, often "bottle up" the country in a commercial sense for several weeks at a time. And in so far as local politics connects it is directly related to the project of harbor improvement. The sincerity of the people of Tillamook City in this matter is attested by the fact that they have sought at the hands of the State Legislature and have obtained the privilege of specially taxing themselves in furtherance of it. Following in a general way the pattern of the Port of Portland, they have under special law organized the Port of Tillamook, whose particular function is to look after the interests of Tillamook Bay at the hands of the Government and in other ways. And it has proved in practice a very excellent device, for though it has not found much to do directly, it maintains always in available condition the machinery for doing those things which the interest of the community calls for, but which it is not especially the business of anybody to do. Just at this time, for example, there is much local anxiety over the fact that no steps are being made to carry out the harbor work for which an appropriation was made by Congress at its last session; it is a case where everybody in the community is interested, but where it is particularly duty of no one person to act. The Port of Tillamook Commission, by virtue of its general responsibility and authority, and with

funds raised by general taxation, will take the matter in hand, and will bring whatever influences may be effective to bear on the situation. The device is really an admirable one for communities like that of Tillamook, for it relieves the energetic and public-spirited few of burdens which ought by rights to be divided equally.

The principal town of the county is Tillamook City, which is on the south side of the bay and connected with it by a picturesque channel some three or four miles in length. There is not much to be said for Tillamook City, excepting along practical lines. Its location suits the business convenience of the country, for it is at the point most easily reached by the wagon of the producer and the ship of commerce and it contains in the form of "improvements" all that is requisite for the business of the community. Its two business streets are, with the exception of a single one-story building of stone, built wholly of wood, and its residence district, built of the same material, is neat and creditable. There is nothing especially striking about Tillamook City save a general look of thrift not common to all towns of its size. And it stands close inspection very well. Its several stores are well stocked; it has a machine shop capable of such work as the country with its many steamboats and creamery plants requires; it has two banks and the usual equipment of minor kinds of business which go to make up a community center. It has a total population of about 1000 persons; and very notably, no suggestion of a criminal class. On the other hand the general agencies of civilized beneficence are well represented. The Methodist, Presbyterian, Catholic, Adventist, United Brethren and Lutheran Churches maintain regular worship; the public school system is established upon sound and liberal lines; an excellent general and boarding school is maintained by the Sisters of Charity; organizations of the W. C. T. U. and the Epworth League hold an active part in the general social life of the town, and there are the usual lodges of Masons, Odd Fellows and minor fraternal societies. An athletic club, recently formed, proposes to assist moral development by promoting the physique of the community youth. Of the social distinctions and rivalries which oftentimes distract and corrupt larger and more pretentious communities, there is scarcely a hint, though I ought to confess that I see in the importation of a ping pong set within the few days of my stay here the menace of social troubles to come.

Other towns in Tillamook County are Woods, a point of local trade in the southern district; Nehalem, a small village on the Nehalem River; Hobsonville, the seat of a milling industry on the bay; Garibaldi, a fishing village, and some other hamlets made up of a country store, a blacksmith shop and usually a saloon. Practically Tillamook City is the only town of importance.

It will interest Portland to know that, in spite of the fact that Tillamook is only 80 or 90 miles away, and that by way of the sea it is only about 100 miles distant, a very considerable part of the mercantile supply comes direct from San Francisco. What may be called the regular trade goes to Portland, but the product of the commercial mills goes direct to San Francisco and ships returning for new cargoes bring in freight at very low rates. It is a common matter of complaint that it takes nearly as long to go to Portland and costs nearly as much as to go to San Francisco. The difference is that the connector with Portland is that regularly maintained while that with San Francisco is only occasional. The freight rate on general merchandise between Portland and Tillamook City is \$3 per ton. Passage by boat (one way) is \$3.50; passage by stage over the mountains is \$5, the passenger paying besides for his meals and lodging. The charge for outward freight is very low, as low on the special products of the country as can ever be expected under any conditions, being 10 cents per box for butter and 15 cents per box for cheese. There is no complaint at these rates, and there ought not to be. The criticism lies against nothing that can in the nature of things be avoided, for the transporters are not to blame for the conditions which make the bar impassable sometimes for several weeks in succession.

The natural connection of Tillamook is, of course, with Portland, and I have been on the lookout for indications of Portland's reciprocal interest in the affairs of the country. And they are easily to be seen. Much of the capital which has gone into the purchase of timber lands and so put many settlers on their financial feet has come directly from Portland. The Ladd family are very considerable holders of Tillamook timber lands. The leading banker of Tillamook, Mr. Claude Thayer, whose operations have made no small part of the country, was originally a Portland man. The Messrs. Cobb, whose mercantile business is an important branch of the current activity of the country, are Portland men, or were until they betook their energies and their capital to Tillamook. Messrs. Allen & Lewis, the Portland merchants, are part owners of one of the vessels which regularly make the Tillamook run, their purpose in the investment being to maintain a close connection between Portland and the bay. Portland capital, too, is very large-

**Notice to Taxpayers.**

Notice is hereby given that on Monday, the 6th day of October, 1902, the County Board of Equalization, will convene at the office of the County Clerk, of Tillamook County, Oregon, said board to continue in session from day to day or one week, and publicly examine the assessment rolls, and correct all errors in valuations, description, or quality of land, lots or other property, and all persons interested in said assessment are hereby requested to appear at said time and place, for the purpose of correcting any errors that may appear in their assessment, as no errors can be corrected after the adjournment of said board.

Dated, Tillamook, Oregon, August 19th, 1902.  
J. S. STEPHENS,  
County Assessor.

**The University of Oregon, Eugene, Ore.**

The first Semester, Session 1902-3, opens Wednesday, September 17th. The following Schools and Colleges are comprised in the University: Graduate School—College of Literature, Science and Arts—College of Science and Engineering—University Academy—School of Music—School of Medicine—School of Law. Tuition free, excepting in Schools of Law, Medicine and Music (Incidental fee, \$10.00, Student-body tax, \$2.50 per year). Cost of living from \$100.00, \$200.00 per year. For catalogue, address Registrar of the University, Eugene, Oregon. University School of Music—Irving M. Glen, A. M., Dean. Piano—Mrs. Rose Midgley Hollenbeck. (Joseph, Gortzowski, Sowarenska). Piano—Mr. Arthur Louis Frazer. (Five years with W. C. Nash). Voice—Miss Eva Stinson. (King Conservatory, Trebelli, Music School). Violin—Mrs. John L. Pipes. (Spitznagel, Sporing). Theory—Miss Eva Stinson; Miss Rose Midgley Hollenbeck. Terms furnished on application to the Dean.

**Steamer Geo. R. Vosburg Will Run Between Tillamook and Astoria.**

Freight in 5-ton lots and over \$3.50 per ton. Freight in less than 5-ton lots, \$4.00 per ton. Passenger rate, \$3.50.

Ship Freight by A. & C. Railroad in Care of Geo. R. Vosburg. NEHALEM TRANS. CO.

**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.

**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. Co., Portland. A. & C. 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.

**CASE & FOWLER,**

**Tillamook Iron Works**

General Machinists & Blacksmiths.

Boiler Work, Logger's Work and Heavy Forging. Fine Machine Work a Specialty.

TILLAMOOK, OREGON.

**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.