TURNING OF THE FIRST SOD FOR A RAILROAD.

To be Completed in Two Years---A Large Crowd was Present.

A most important and pleasing public event in the history of Tillamook County took place on Saturday afternoon, when the first sod was turned by Mayor H. T. Botts in the construction of the long prayed for railroad which is to give this long neglected, bottled up section of Oregon and Coast County railroad connections, and which will give it an opportunity to develop its vast, rich and valuable undeveloped resources.

It was to be expected that the event would create quite an interest amongst the citizens, which it did. Business was suspended for the time being and citizens turned out in large numbers to witness the turning of the first sod in Tillamook County for the Pacific Railway & Navigation Company's railroad. Even the public school assembled and Prof. Rutherford and the pupils marched to the terminal grounds to witness the event. Yet for all that quite a few persons could hardly realize what was taking place, for they have grown so accustomed to seeing railroad projects succumb one after another in quick succession and give up the ghost, to encounter a project that was really alive, awake and aggressive, was almost too much for the average Tillamooker, for they have slipped up so many times with dead 'ens, that they became suspicious whether this project would trip them up as well. Happily this is not the general opinion, for if ever the people of Tillamook had confidence that a railroad was going to be built they have implicit confidence today that their long cherished hopes will be realized. What would happen should they get fooled again, is hard to tell. But there is no fooling now, they have been fooled for the last time by the Oregon Coast & Eastern Railway Company.

Handicapped for want of adequate transportation facilities, the settlers in Tillamook County have struggled through many difficulties and bucked up against hard problems, which would now look insurmountable in other sections of Oregon where they have all the modern utilities for getting their products to market, yet for all that the sturdy qualities of the settlers, with true Western grit, have paved the way for a railroad and made Tillamook the most prosperous county in the state, as far as population is concerned. As a farming community, the settlers are industrious, thrifty and well fixed. They have made Tillamook the leading dairy county in Oregon, and have gained such a reputation for butter and cheese that it is known throughout the state and all over the Western Coast. It took grit, perseverance and determination to make Tillamook, isolated as it is, the leading dairy county of Oregon. Yet the settlers having implicit confidence in Tillamook being an ideal dairying section, kept on clearing land and adding cows to their herds, which brought then good returns every month. The dairymen, therefore, are exceedingly interested in the prospect of getting a railroad, for it will only be a few years when the dairy output of Tillamook county will be three times more than it is to day.

It is not surprising that the people of Tillamook are elated on account of work having commenced at this end of the line, for it is going to make Tillamook county a large lumbering and manufacturing center as well as a favorite summer resort. With about 40,000,000,000 feet of standing timber, waiting to be manufactured, saw mills, box, shingle and other factories will start up in all parts of the county, giving employment to thousands of men.

There is a bright, prosperous future ahead for Tillamook county, now that it is about to emerge from its long isolation to one of industrial activity and enterprise, and is to be brought into closer touch with Portland, the metropolis of the Northwest.

The company that is to give Tillamook railroad connections is the Pacific Railroad & Navigation Company, of which Mr E E. Lytle is the president of the company and promoter of the road. A short time ago Mr. Lytle came here and made a proposition to the leading citizens, to this effect: That if they would guarantee him free rights of way 100ft. wide and terminal grounds between this city and Buxton, in Washington county, he would agree to build 15 miles of road, starting from Tillamook City, and have it completed by the end of next year, and the whole line between Tillamook City and Hillsboro, equipped and trains running not later than December 31st, 1908. This agreement was somewhat modified, but agreed to by Mr. Lytle, the result of which he accepted the guarantee for terminal grounds in this city and rights of way to the Washington county line. Mr. Lytle decided to commence work forthwith, and last week his equipment arrived. Arrangements were then made to make the occasion of turning the first ground a public event, and the honor fell on Mayor H T Botts.

A large crowd having assembled on the ground which is to become the terminal grounds, composed of about 800 persons, Mayor Botts turned the first sod in this county that is to give Tillamook railroad connections, and the frequent applause which followed showed that the crowd was highly elated.

The Mayor's Address.

Mayor H. T. Botts then addressed the crowd. He said:

We are here today to show our interest in the work which has just begun, and the attendance shows how the people of Tillamook feel about the construction of a railroad. We feel and we know that this is something which means more to Tillamook County than any other event that has ever taken place within its borders. It means something to every man, woman and child here in this county. It means the growth of Tillamook county in population; that the same will be doubled and quadrupled. It means that the population of Tillamook City will increase. It means more people to till our farms and work in the mills, and it means more mills and manufactories, and everything of that kind. It means the end of our isolated situation. It means that we shall come in touch with the outside world, and in closer communication with them in everything going on. It means more money in every way; a greater population, and more products. In a word, it means progress and development all along the line.

Tillamook County has been settled to some extent for more than 50 years, and I suppose that, beginning with the first white settlers in the county, people have been looking forward to the time when they would not be in the condition we are in today; they have looked forward to the time when railroads would be constructed; when we would not feel that we were cut off, and kept to ourselves; when we would get rid of the idea that we are the only people concerned with things here, and that everybody else is an "outsider." That is an idea that has prevailed a great deal.

For a great many years railroads have been talked of here. For more than 20 years railroad projects at least have been in the air, and with the first talk of them people began to hope and look for them. In their imagination they could hear the whistle of the locomotive, and the clang and clatter of the cars, and they looked forward to seeing their dreams realized. Then men came upon the scene who proposed to build such a railroad. They issued prospectuses; they said they had the capital to build, and were going to push it. But they failed, and failure after failure came to pass, until finally the people thought there was no prospect for a road for them at all, and a good many of them, when they saw they could not get it, came to the conclusion that we did not need any railroad, anyhow. I know it has not been many years since you could go around Tillamook and meet many citizens who would say, we are better off without a railroad. They took the position that a railroad, while it would mean a good deal in certain ways, would bring a train of attendant evils, and they said, we better leave well enough alone, and they were ready to throw cold water upon any project of the kind. But, from this large gathering here today, I believe that that spirit has almost entirely vanished from the heart of the Tillamooker. I believe the people see the benefits to be derived from it and are heartily in sympathy with any move that means the building of a railroad into this City and County.

The people here have been getting along very well. Prosperity is not a new thing to the residents of Tillamook County. We do not know, and have not known what hard times mean. It is true we have been off to ourselves, and have not been in touch with everything that has been going on. At first, I am told, there was a schooner that made trips into Tillamook Bay once or twice a year. When it got to coming every three months, the people were enthusiastic. When it got to coming once a month, they thought they had reached perfection; and when the Elmore got to running occasionally; then oftner; then once a week, the people thought that was all that was needed, and we could stop. This grew partly out of the fact railroad projects had come up and failed, and that feeling, while it was prevalent to a certain extent for a time, has been done away with; we have grown out of it.

The first man, I think, to promise a railroad to Tillamook was Col. Wm. Reid, and he deserves I suppose, to be called a pioneer in the matter of railroad projects here, altho so far as Tillamook County is concerned, his projects never came to anything, unless the railroad which is now being built is an outcome of it. He did some good work in that way. He advertised Tillamook County. Then came Mr. Simmon and next Wilsey; the Northern Pacific and Southern Pacific, represented by Mr. Hill and Mr. Harriman respectively. We had railroad surveys in every direction, the promise of railroads, and all that kind of thing, but they vanished and went into the blue air. Surveys were made, but were a basis for nothing but paper railroad; and so it came to pass that the people would treat as a hot air proposition any railroad project that came up, and they have had that feeling ground into them a good deal. The railroads did not come. Still the people had to travel and get freight, which the did by boat; and while a railroad was failing to come they would cuss the Elmore, and give vent to their feelings in that way.

Then Mr. Lytle came along and proposed to take up this work and carry it through. When he began to talk about it, the people of Tillamook were in a good deal of the same notion that the backwoodsman was who lived in one of the southern counties of Missouri, where they hadn't a railroad up to that time; and when a railroad was completed into the vicinity, everybody went to see it. And when this man went to the depot and saw the great locomotive on the track, and the cars behind it, he took a good look at it; took into consideration its size and weight, and what it meant to move all of it, and said: "I'll bet they never start 'er!" But the time came for the train to leave, and the engineer got up and opened the throttle and turned on the steam, and the train started. It got to moving faster and faster, and finally vanished from sight. The backwoodsman stood watching the operation, and saw the train disappear; his mouth open wide in wonder and astonishment, and as soon as he could get his breath, he said: "I bet they never stop 'er!"

That is the way here. When Mr. Lytle said: "I am going to build that road," we were inclined to say: "I bet he doesn't start it;" but since he is here and at work, we say: "We bet he doesn't stop it."

And we are confident, too, that we can say that the railroad building into Tillamook County is not going to stop with Mr. Lytle's road. It is a good thing and we want to see it building, but we don't want to see it stop there; and before he gets into active operations, there are other roads that propose to build—two or three more—of course some of them may be "hot air" propositions, but we are very sure that at least one more road will be built. And some people here even predict that the second road to start will be the first to enter; but however that may be, we are sure we are going to have this railroad, and if we don't get any more, we will try to feel satisfied with that.

I want to say to the men who are doing this work that the people of Tillamook County appreciate what you have done. We appreciate what you have undertaken. We are heartily with you, every one of us, and want to help you along in every way possible. We know you have entered upon this work as a business proposition, and we hope that as a business proposition it will not be disappointing. We feel confident it will not be. We believe fully that the road will be a paying proposition from the start; but while we feel this way towards you, I want to say that we feel friendly towards other propositions also. We are going to welcome every railroad man that comes to put in a road for us. We are not doing this to hurt you in any way, but will try to do business with all of you. It means prosperity for you and for us.

And again on behalf of the people of Tillamook City and County, whom I feel safe in assuming to act for, I wish to thank you for your good work, and wish you all prosperity in your undertaking.

Prof. Rutherford's Address.

Prof. Rutherford, principal of the public school, was the next speaker. He said: I have been thinking as I stood here, that this is rather a unique gathering today for the starting of a private enterprise. We find here a great number of people—perhaps a majority of the town—assembled to welcome the starting of an enterprise that is wholly private. It seems to me that this is a pretty good answer to a question that has often been raised as to whether railroads partake of any different nature than any other enterprise, and it seems to me this is a pretty good answer; the people are more interested in railroads than almost anything else, and they are of a different nature than most enterprises of private character. We see almost every day in the newspapers railroads pictured out—some great octopus reaching and grasping everything possible, and crushing every thing it can, leaving desolation in its wake. It seems to me that the cartoonist, were he here today, would get a different inspiration. He would see people with outstretched arms, waiting to embrace the octopus. What the people here seem to want is a railroad, be it government ownership, private ownership, or any other kind. A railroad is what they seem to be looking for just now, and I do not think any talk upon government ownership would be of any interest to them.

Although we may find fault sometimes with railroad methods, etc., yet we can not deny the fact that the railroad is the greatest of all factors in the development of a new country. It seems to me that the beginning of railroads in this country was one of the most important events of all our history; that when the Central and the Union Pacific were connected by driving that spike at Ogden, one of the greatest events in the history of the United States was consumated then and there.

Sometimes we do not think of the benefits we get from railroads, but if we don't think it is a great thing to have railroads crossing the Continent, we will ask some of the pioneers among us why it is a great thing. Ask some of the old fellows who came across the plains hundreds of miles alongside an old ox team. They will tell you it is a great thing. If people who are accustomed to railroads do not think it is a great thing ask some of the Tillamook people who have used the North Yamhill stage route, or the people who have hung on the rail of the Elmore during one of its trips, feeling like Jonah, and looking like—discarded dishrags.

It seems to me that one of the most inspiring features of the development of the Northwest is the great railroad activity. We see the great railroad magnates racing for the Pacific coast with greater zeal than ever before. We see them contending everywhere for the right of way. It seems to me, ladies and gentlemen, that this is a good sign there is a future ahead for the country. Such men as Hill and Harriman do not waste railroad materials in building into a section of country not worth building into and the fact of a railroad coming here, though on a smaller scale, is a sure sign that there is something here worth building for. Perhaps we have been convinced of the fact for a good many years; but then, perhaps other people think so too; and it is a satisfaction to know that, as well as to have the railroad.

It seems to me as Mr. Botts has said, that this railroad is going to be one of the greatest benefits we could possibly have. And although other people than those of this community may not understand just exactly why the people here are rejoicing so today, if they would change places with us for just a little while, perhaps they would appreciate why we rejoice in seeing it come. If they had everything one day late, and experienced the trouble in getting here that residents of Tillamook county do, they would understand then why it is that we assemble here today to greet something that will be a private enterprise, even after it is completed. I think outside people do not understand just how we feel about this; but you come here and live awhile, and "bump the bumps" and shoot the shutes" to North Yamhill, or, as I mentioned awhile ago, hang over the rail of the Elmore, with all that that implies, and I think you would shout, too, when you saw a railroad really started in our midst.

Engineer Davis Replies.

Geo. L. Davis, of the P. R. & N. Co., spoke as follows; I assure you it affords me great pleasure to see so many happy and intelligent faces here today. And I assure you you have everything to be happy for on this occasion, being the inauguration of the building of a railroad into your country—a thing you have all long wanted, and ought to have had years ago.

I have been with this railroad since its inception. At first we met with many difficulties and adversities in a financial way, when we first begun construction at Hillsboro; but very fortunately, Mr. E. E. Lytle and his brother C. E. Lytle and their associates, became interested in the proposition. They were successful in financing this proposition, and I assure you today, one and all, that the finances of this road are forthcoming with which to build it, and the only thing that Mr. Lytle waited so long for before coming to your city to make a proposition, was for the work of your humble servant, myself, in securing a proper line with proper curves and gradings from Hillsboro to this place. This of course was not an easy task to do. We did the best we could. We worked hard all summer, and finally in August I came to your city with a pack on my back of about 50 lbs. (which I assure you was no easy thing to do), with one of my associates, Mr. C. M. Thomas and two others, and on that trip we thought we solved the problem of grade lines and proper curves, but it was not exactly what I wanted without making a survey. The survey was completed I think the early part of September. I so reported to Mr. E. E and C. E. Lytle, and Mr. Lytle so came here with his brother and myself and assistants, and a proposition to your people, which you as you ought to have done, being enterprising, accepted; and now it becomes our duty to fulfil our part of the contract.

Your part of the contract, ladies and gentlemen, was to procure for Mr. Lytle a right of way within your county, with terminal grounds. It was not a proposition that you thought was out of order. You accepted it, and now, as I said before, it becomes our duty to fulfil our part of it, and I believe that today is the commencement of such operations; and I want to say to you now that, with the assistance of the people of Tillamook and vicinity, and that of your Honorable Mayor and Providence, before the sun sets in the golden West on the eve of December 31st, 1908, Tillamook will be on the railroad map of the world.

I thank you one and all, ladies and gentlemen, for your attention, and also for this honor of addressing you.

Wallace McCamant Speaks.

Mr. Wallace McCamant, attorney for the company, made a fine talk. He said: I consider myself very much favored in your little city on this auspicious occasion, I did not know until my arrival that this event had been postponed from Thursday. On behalf of the management, I want to thank you for the cordial spirit of co-operation with which you meet the Tillamook end of this new enterprise. And I hope this good will between the people of Tillamook and the management of this railroad may long continue; and I want to assure you that so far as the legal department of the road is concerned, every effort will be made to so conduct the enterprise that there may be a continuance of this spirit of good will. I want to say that any one who has any business dealings with this corporation, out of which any controversy may arise, will be treated fairly by the legal department, and wherever possible to avoid it, not put to the necessity of litigation.

I want to make another point, and that is, that this is distinctly an Oregon enterprise. It is worth while to comment upon the fact that the great railroads of Oregon have nearly all been started by Oregon people. Our sister State of Washington has much better railway facilities than we, but she has provided very few of them for herself. Her railroads have substantially all been built by the great railroad magnates of the East; whereas, the railroads of Oregon have, in nearly every case, had their inception in the enterprise of Oregon people. It was so with the O R. & N., now an important railway line, and a branch of the great Harriman system. It was so with the line out of Jefferson street, a line built by William Reid. It was so with the line going out of Fourth street, and with the East Side line of the Southern Pacific, lines originally built by Ben Holliday and others.

And so it has been with the previous enterprises with which Mr. Lytle has been connected. Ten years ago he was station agent at The Dalles. He had lived in the state a long period of years, and has as little money as some of us now. But by reason of his nerve and enterprise and ability to see what other people were blind to, he has amassed a fortune, and is entitled to it. He has given railway facilities to an important part of eastern Oregon, and I am able to assure you that all of his financial arrangements are made, and the road which has its inaguration at the Tillamook end of the division today will be built to the line now in operation from Hillsboro. It is not a paper road, but 20 miles are now ready for operation. And I trust, ladies and gentlemen, that when the story of this road is written, you will be able to say that it has done things for Tillamook town and county. And I trust that the prosperity of this enterprise may be such, and that its benefits to this community and to the State of Oregon may be such, that we shall all delight to come out here and hold up our hands to heaven when the road is completed, and rejoice with you at what Mr. Lytle shall have accomplished.

I think, Mr. Mayor, ladies and gentlemen, that we ought not to separate today from this gathering in this great pioneer county of Oregon without a thought of the work that has been done by the early settlers of this state. It is true that the enterprise inaugurated here today marks a stage in the development of Tillamook County. It is also true that there would be no Tillamook County for the American country here on the Pacific Slope had it not been for the work of the early pioneer, and it seems to me but fitting that I should repeat this afternoon, in recognition of the work of the pioneers themselves, the beautiful lines written by Oliver C. Applegate, at a meeting of the Sons of the American Revolution:

Let there be light in the Western wilds
The spirit of progress said,
And thousands followed the devious paths
Where the sturdy woodsmen led,
They crossed the mountains beetling crags,
And the deserts brown and bare.
And on the shores of this Western Main,
They planted the old flag there,
As the blue of the sky and the blue of the waves
Mingle and blend in the sea,
It mingled its colors with those of the wave
To herald the march of the free.
And the echoing thud of the woodman's ax,
And the roar of his trusty gun,
Told, in a voice that woke up the woods,
How this Western land was won."

Mayor Botts called for three cheers for the Pacific Railway & Navigation Co., which was heartily responded to, which brought the proceedings to a close.

[The Editor is somewhat disappointed in not receiving a number of pictures of this event which he had arranged to print this week so that the citizens could have an interesting issue to keep or send to their friends. Instead of sending the half tone cuts by mail, they were sent by express, hence the stereotyped expression "They'll be here on the next boat," and we will publish them in our next issue.]

Ho, for Tillamook!

(FROM THE OREGONIAN.)

Breaking ground for the Tillamook railroad the other day was an event long anticipated by the citizens of that pent-up section—the realization of a hope long deferred.

The people of Tillamook County had reason for rejoicing, when, after all these years of waiting, the first sod was turned certifying that this long-delayed enterprise had at length taken definite shape, and that in a year or two, or three at the utmost, Tillamook County would have railway connection with the outside world.

The shut-in condition of the people of this coast county of Oregon has long been a just cause of grievance to them. Yet, in the face of the handicap that it has imposed, they have gone forward in developing such resources and industries as they could, growing in prosperity, if not in contentment, year by year. While lack of transportation facilities has prevented development of the vast timber resources of the county, left its magnificent coal deposits undisturbed and made manufactures practically impossible, much progress has been made in home-building, in dairying and in lumbering. The history of Tillamook County in the last twenty-five years is the record of a people who, in spite of isolation, in spite of discouragement, have kept their courage, been loyal to their country and made the most of their circumstances. That rapid development will follow completion of the railroad cannot be doubted. The natural resources of the section are those that make for contentment and prosperity. The development of these will give work and wages and homes to a multitude. While other sections are wrestling with problems of irrigation, Tillamook rejoices in an annual rainfall that insures an abundance of growing things; other sections have been "logged off," while thousands of acres of her forest primeval are untouched; other fields have paid tribute to agriculture until they are partially exhausted; hers are waiting to welcome the husbandman.

An old-new region is Tillamook County—old in that patient settlers have waited for a generation for soil to be broken for her first railroad; new because completion of the railroad will be the beginning of wide industrial, manufacturing and agricultural activities within her borders.

A Year of Blood.

The year 1908 will long be remembered in the home of F. N. Tacket, of Alliance, Ky., as a year of blood; which flowed so copiously from Mr. Tacket's lungs that death seemed very near. He writes: "Severe bleeding from the lungs and a frightful cough had brought me at death's door, when I began taking Dr. King's New Discovery for Consumption, with the astonishing result that after taking four bottles I was completely restored and as time has proven permanently cured." Guaranteed for Sore Lungs, Coughs and Cold, at Chas. I. Clough's Drug Store. Price 50c. and $1.00. Trial bottle free.

STATE OF OHIO, CITY OF TOLEDO, LUCAS COUNTY, } S.S.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A.D. 1886.

{SEAL} A. W. GLEASON, Notary Public.

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